

Arlington Sustainable Transportation Plan

STPAC Meeting 3
June 3, 2020



THIS AFTERNOON

01 | Welcome and Meeting Minutes

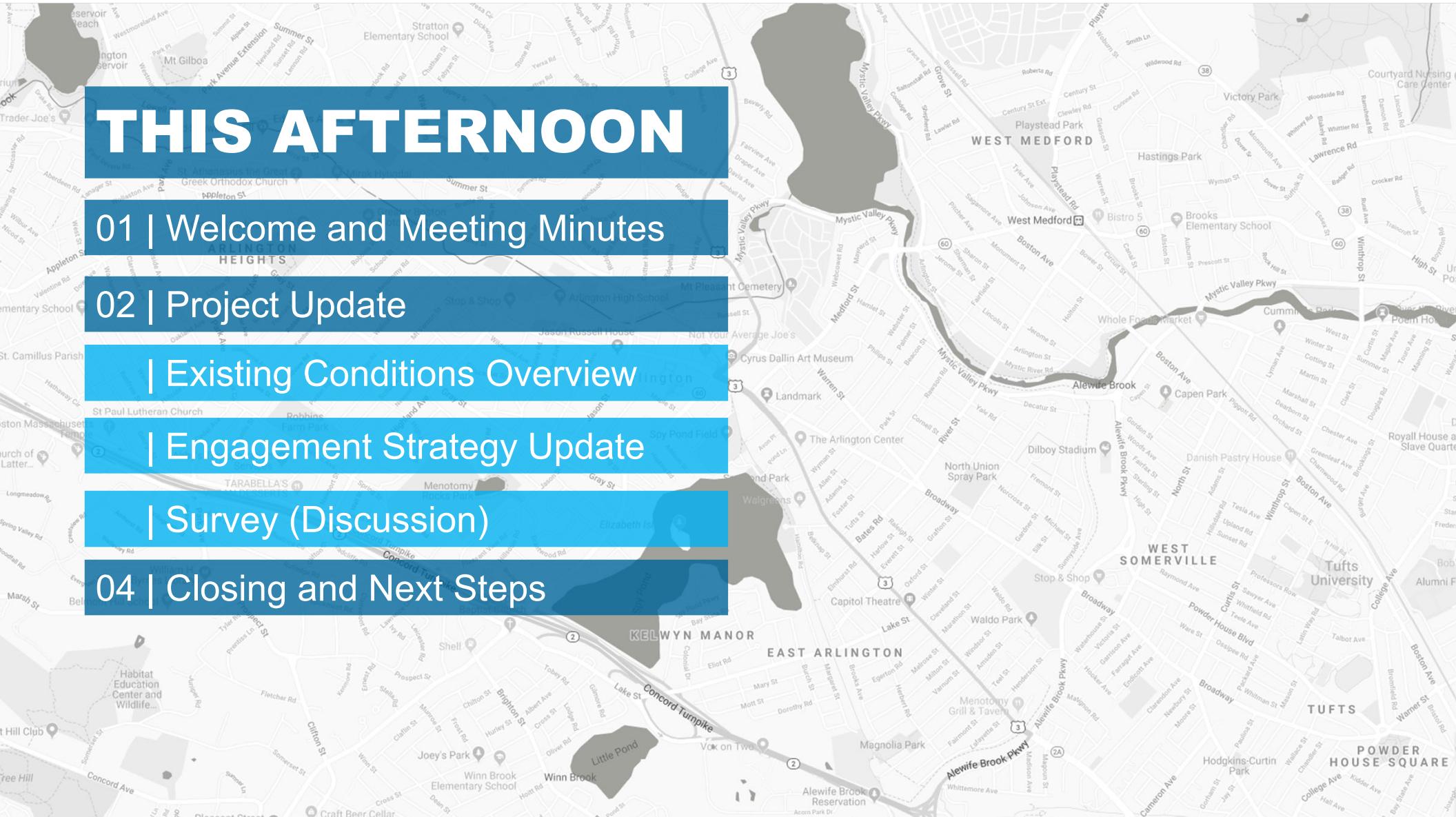
02 | Project Update

| Existing Conditions Overview

| Engagement Strategy Update

| Survey (Discussion)

04 | Closing and Next Steps



02 | PROJECT UPDATE: JUST THE FACTS



Street Infrastructure

137 Miles

Of total streets



Active Transportation Infrastructure

25 Miles

Of bicycle and/or multiuse facilities

74% <i>(101 miles)</i> Public streets Owned and maintained by the Town	21% Private streets Partially maintained by the Town (e.g. plowing) and/or by property owners fronting the roadways (e.g. paving and upkeep)	8% <i>(7 miles)</i> Pathways and other facilities Owned and maintained by the Town	6% <i>(8 miles)</i> Public streets Owned and maintained by the State or maintained in part by the Town (e.g., plowing)	42 miles No Sidewalks <i>(Primarily in hilly areas of town)</i>	8 miles Multiuse Paths <i>(Mostly comprised of the Minuteman Bike Path)</i>	5 miles Bicycle Lanes	12 miles Lane Sharing Network <i>(Informal, but designated routes)</i>
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Transit



10 Bus Routes

7 routes

Provide Connections
to Alewife Station
*(Red Line and
Bus Connections)*

2 routes

Service to Harvard
Square
*(Red Line and Bus
Connections)*

1 route

Connection to
Davis Square
(Red Line Connection)

Connection to
Lechmere/East
Cambridge
(Green Line Connection)



Rail Access

Within short walking or biking distance

Red Line

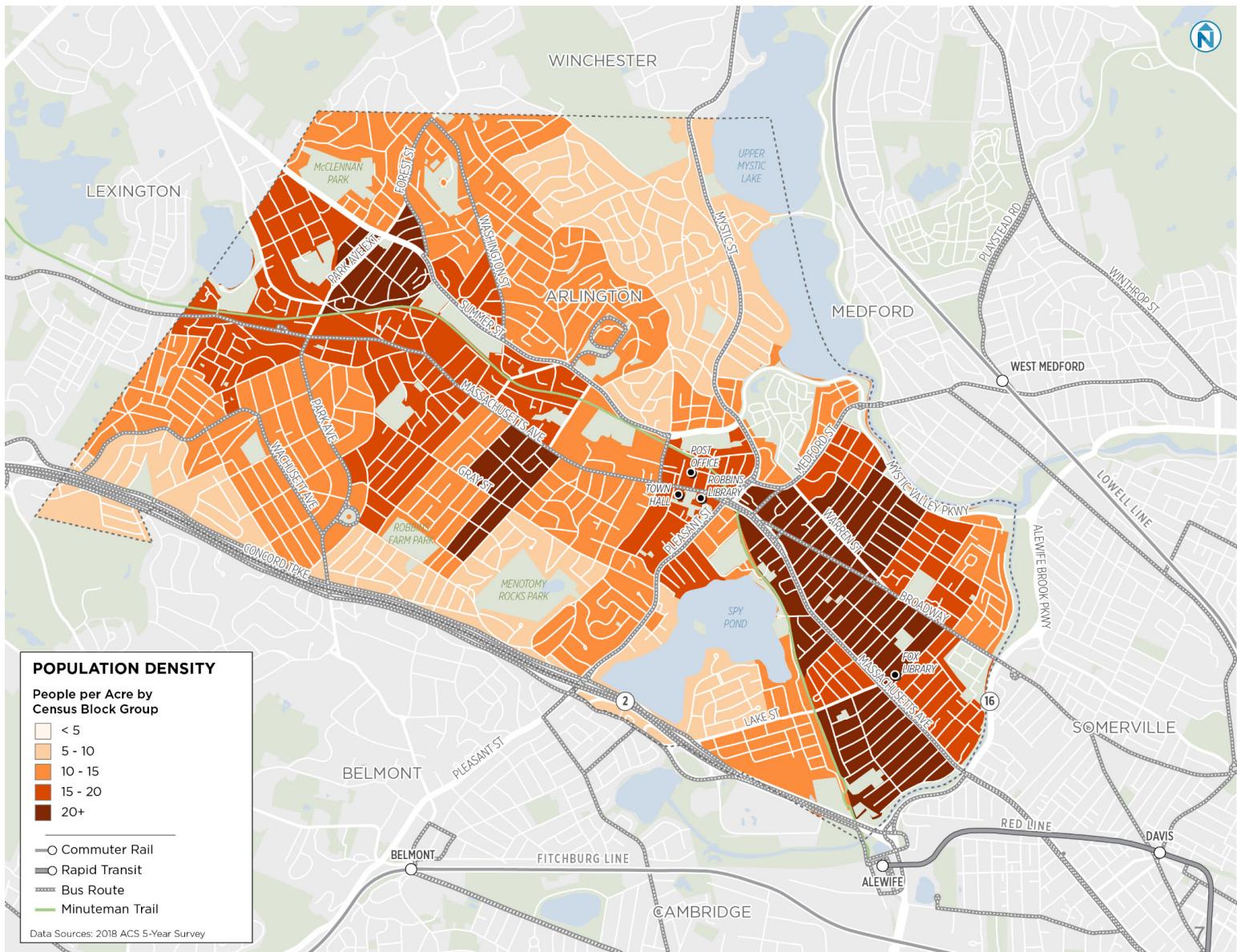
Alewife near border with
Cambridge (and at Davis Square)

Commuter Rail

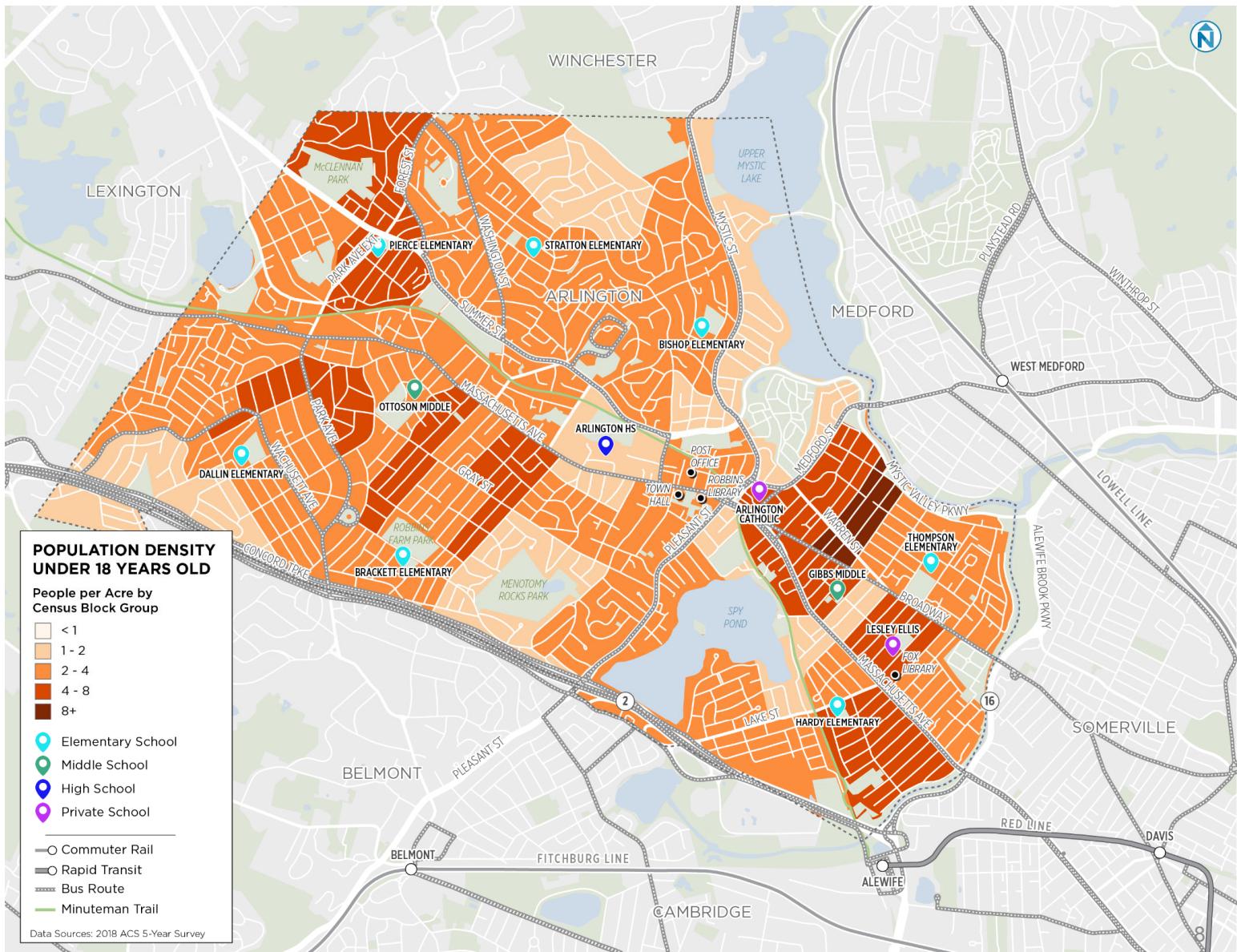
Within ½-mile of Arlington at West
Medford (Lowell Line) and Belmont
(Fitchburg Line)

02.A | PEOPLE AND PLACE

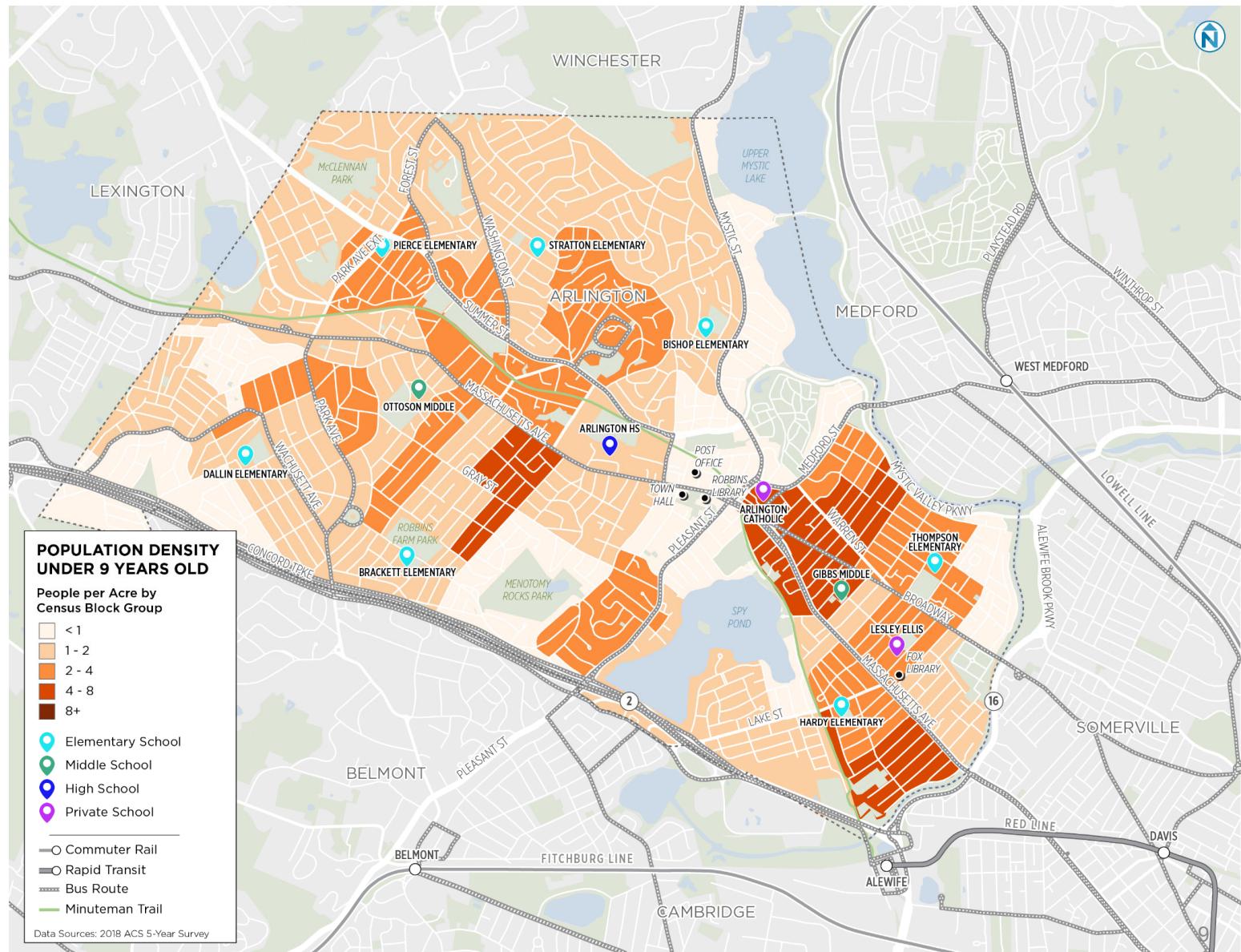
POPULATION DENSITY



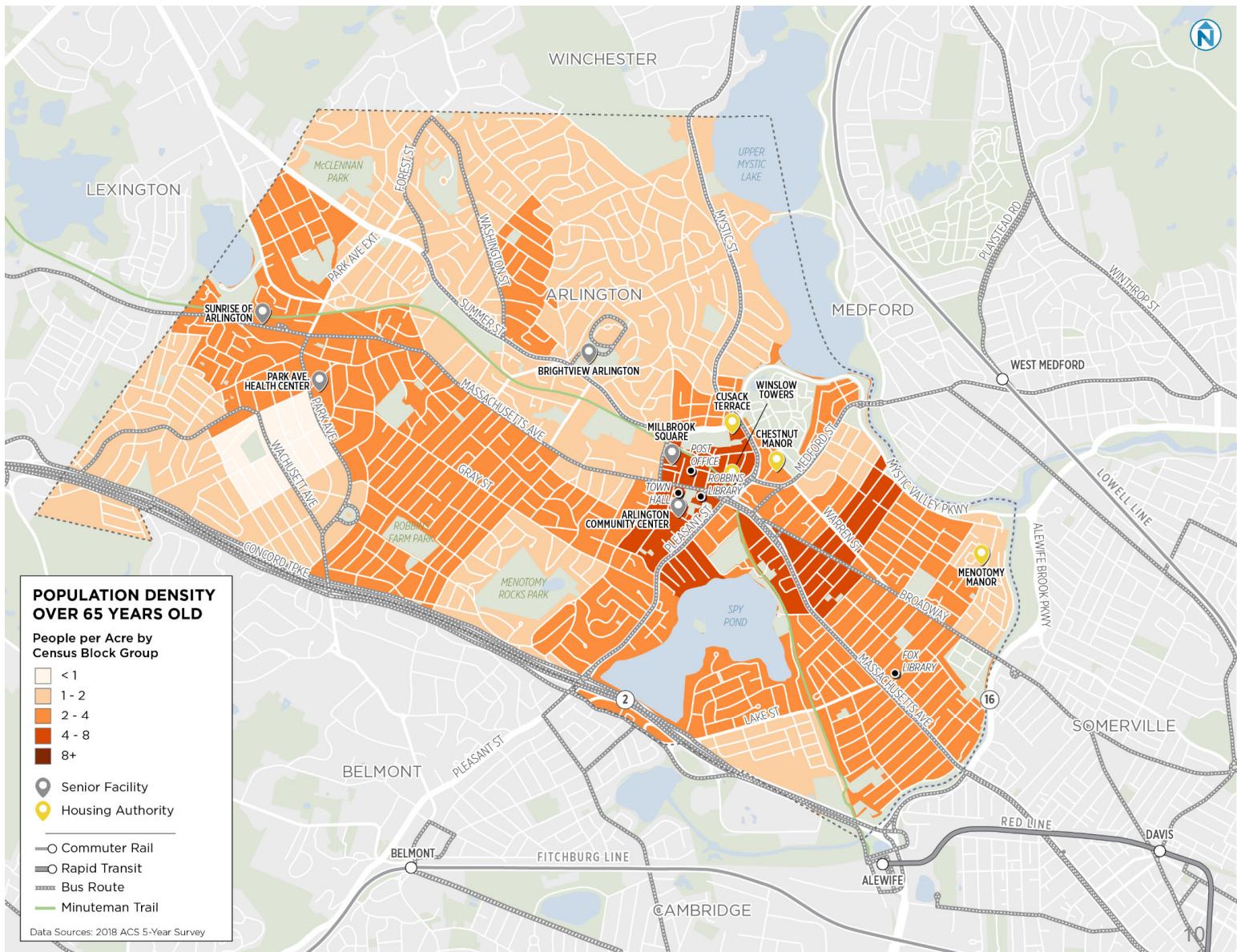
POPULATION UNDER 18



POPULATION UNDER 9

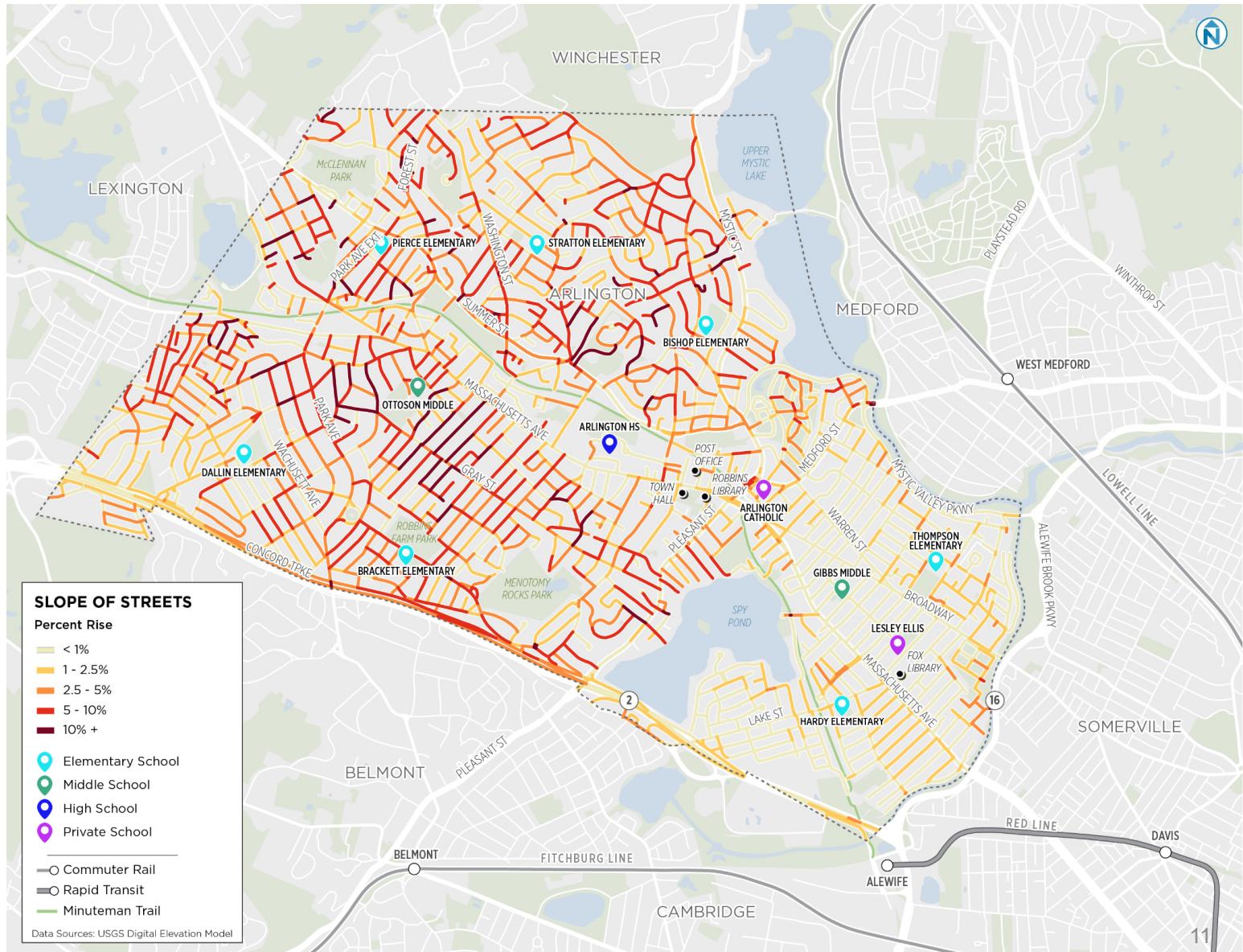


POPULATION OVER 65



SLOPE OF STREET

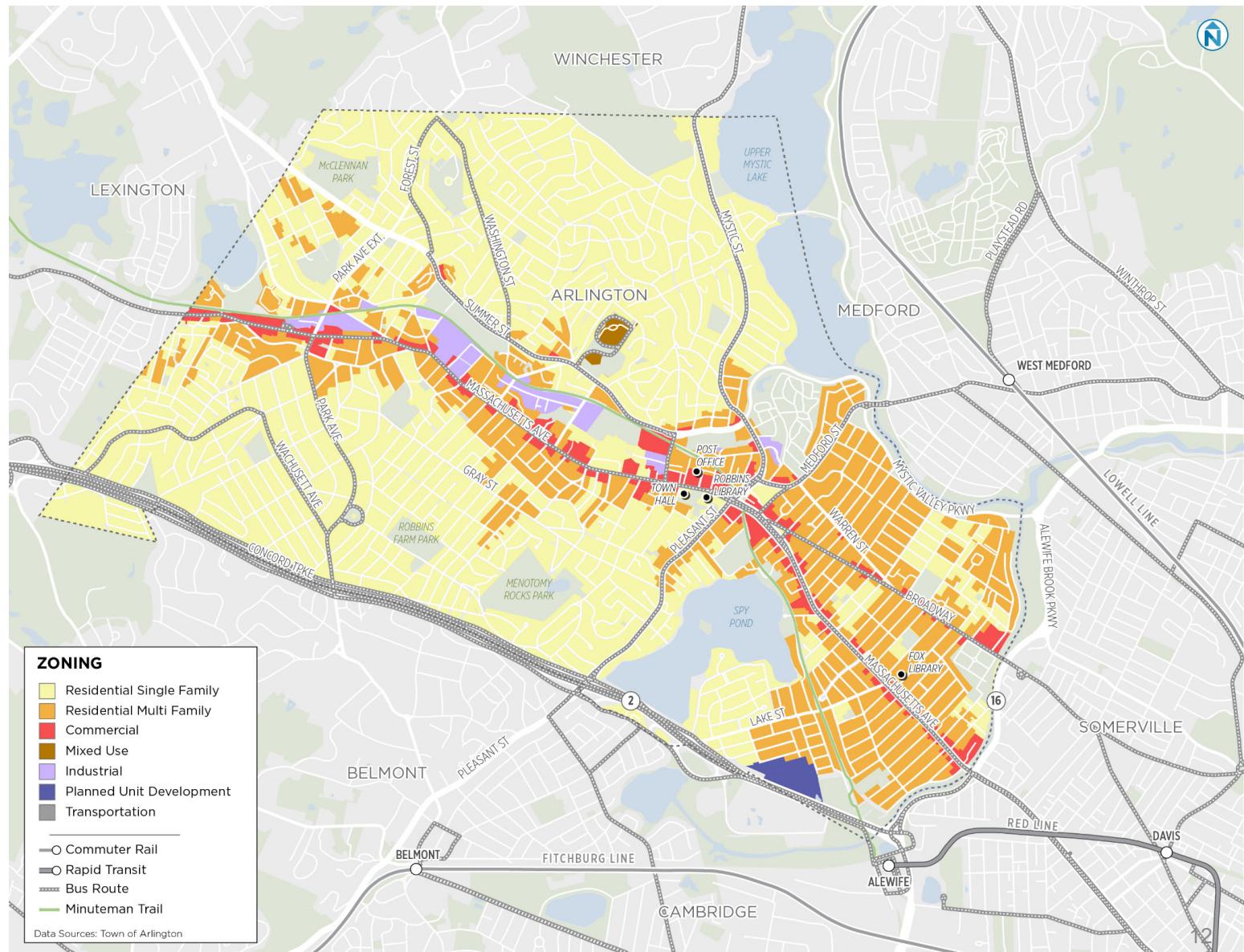
Land use patterns reflect topography, as do transportation corridors.



LAND USE AND ZONING

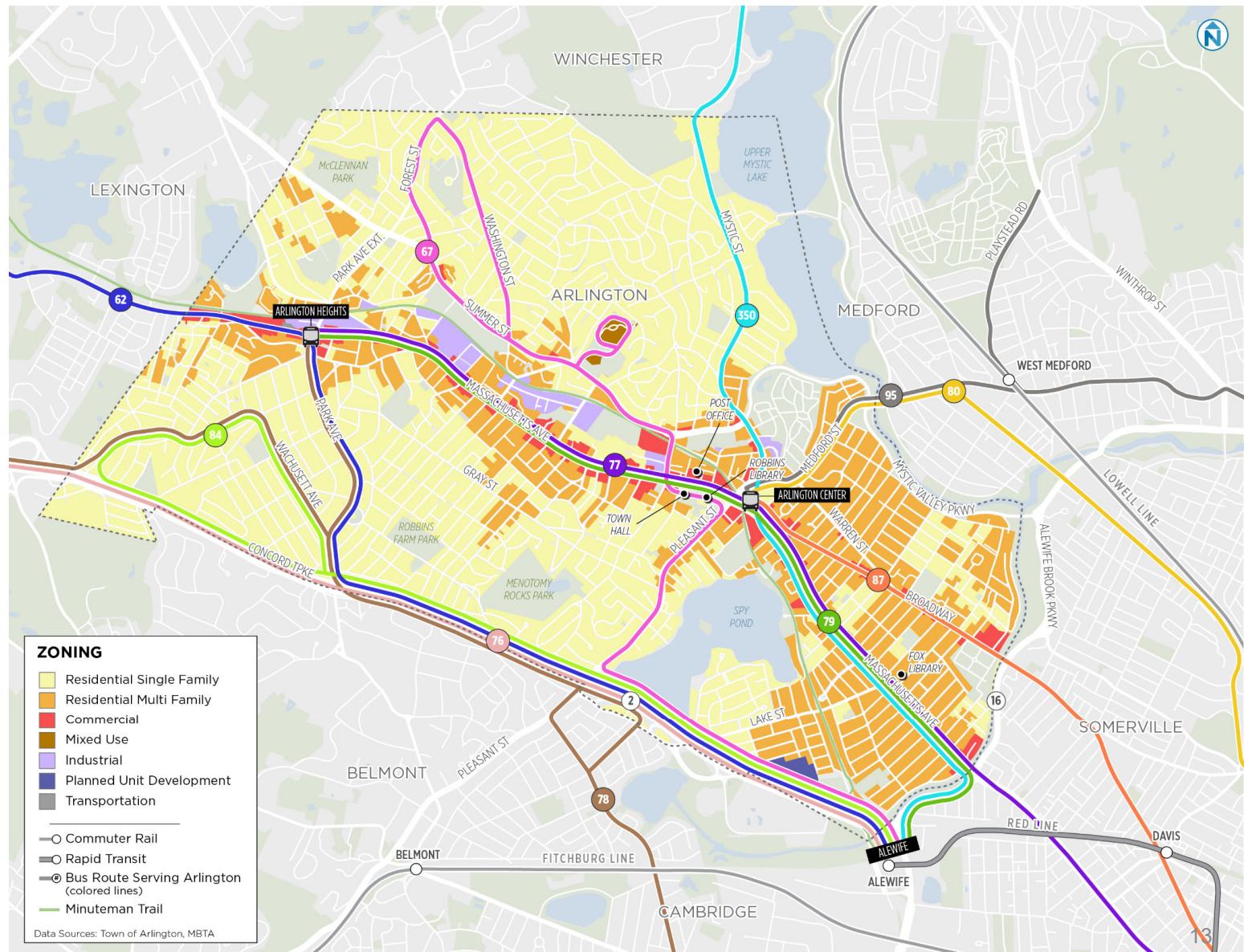
Flatter areas include higher density housing and commercial activity.

Hilly areas tend to be single family in character.



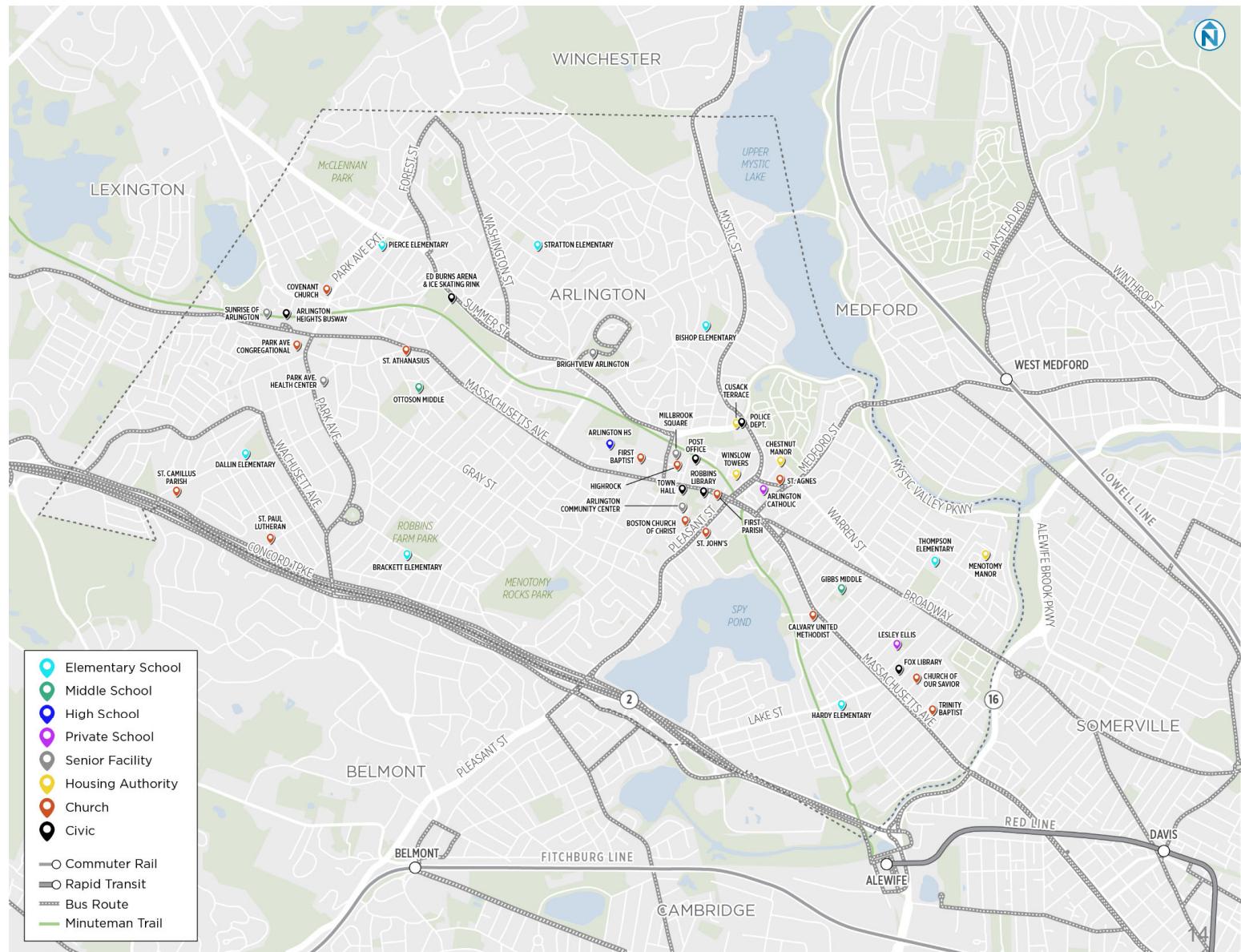
LAND USE AND ZONING

Topography and land uses influence transit corridors (and Minuteman Trail...a former rail right of way)

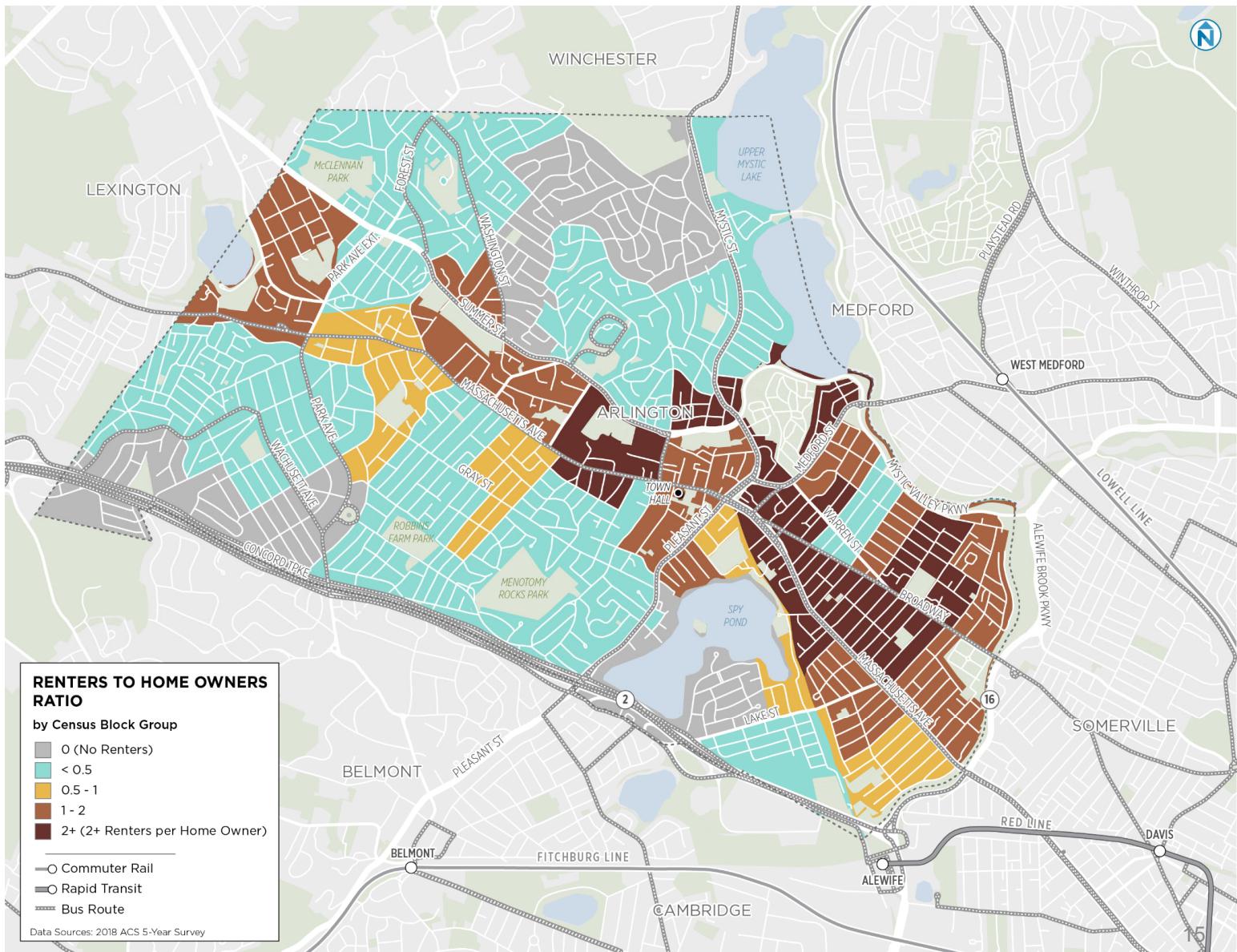


PLACES OF INTEREST

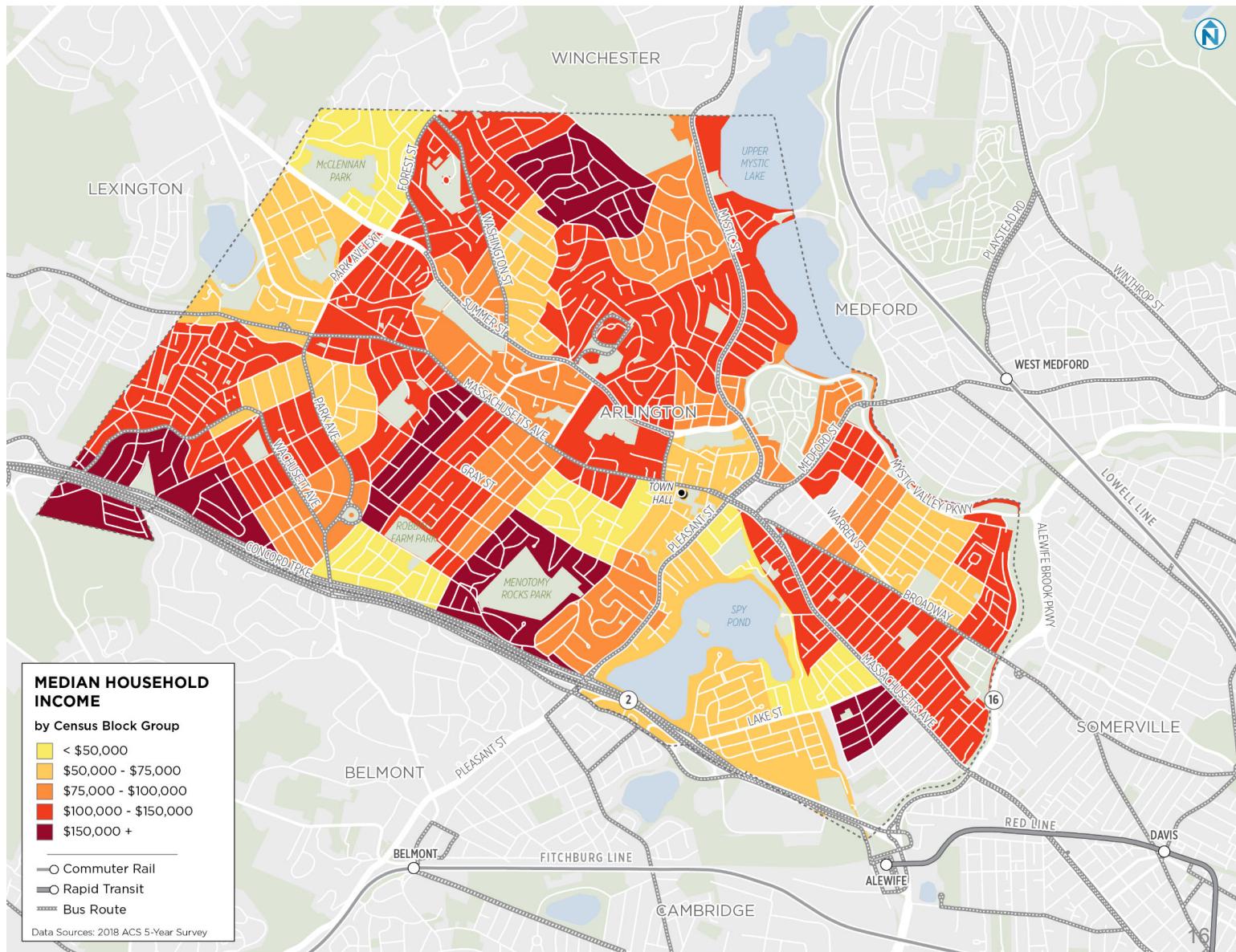
Most community facilities are along or within a block or two of Mass Ave (and transit routes) and the Minuteman Trail.



RENTERS V. OWNERS



RENTERS V. OWNERS

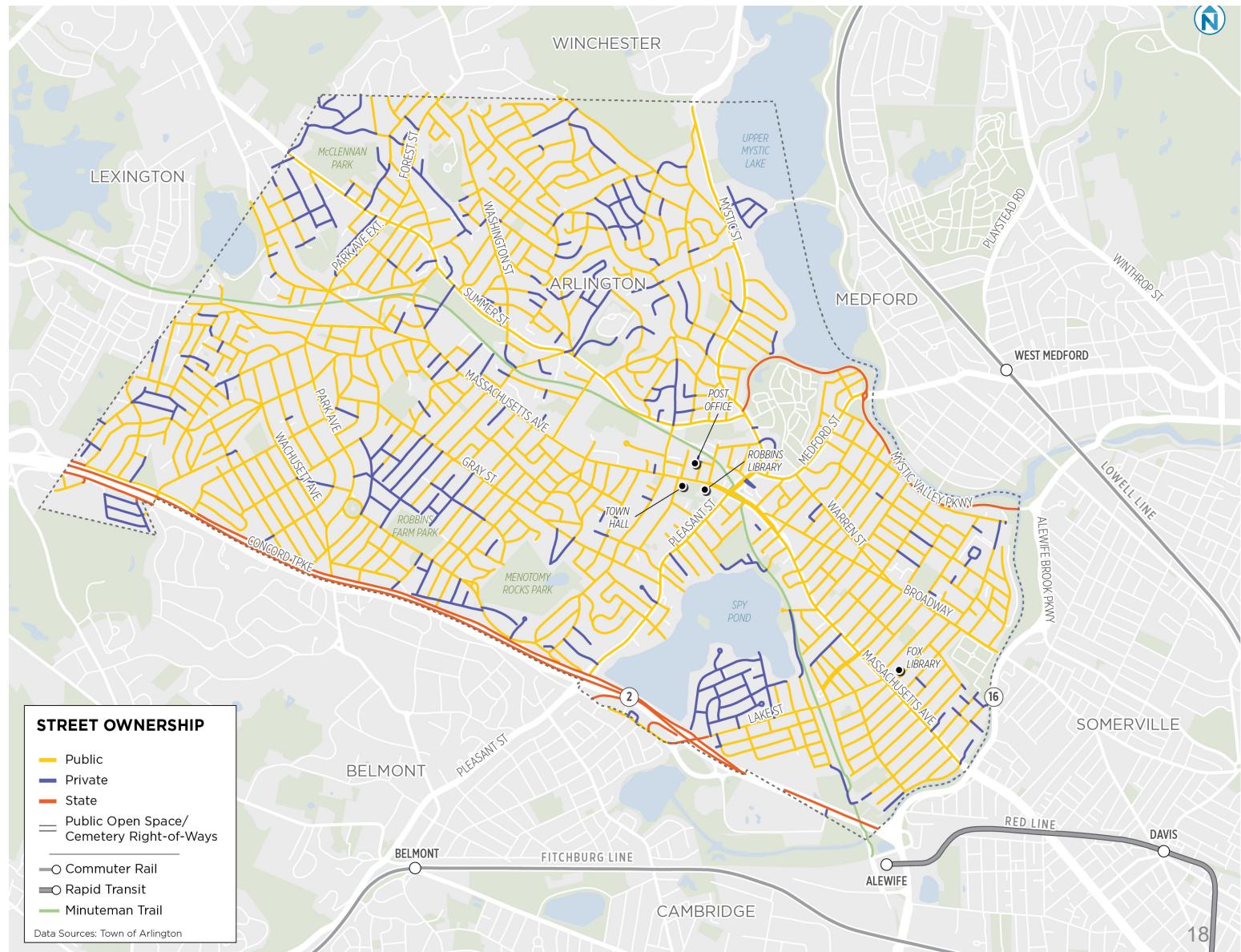


02.B | STREETS & SAFETY

ROADWAY NETWORK

Arlington has a large number of private streets.

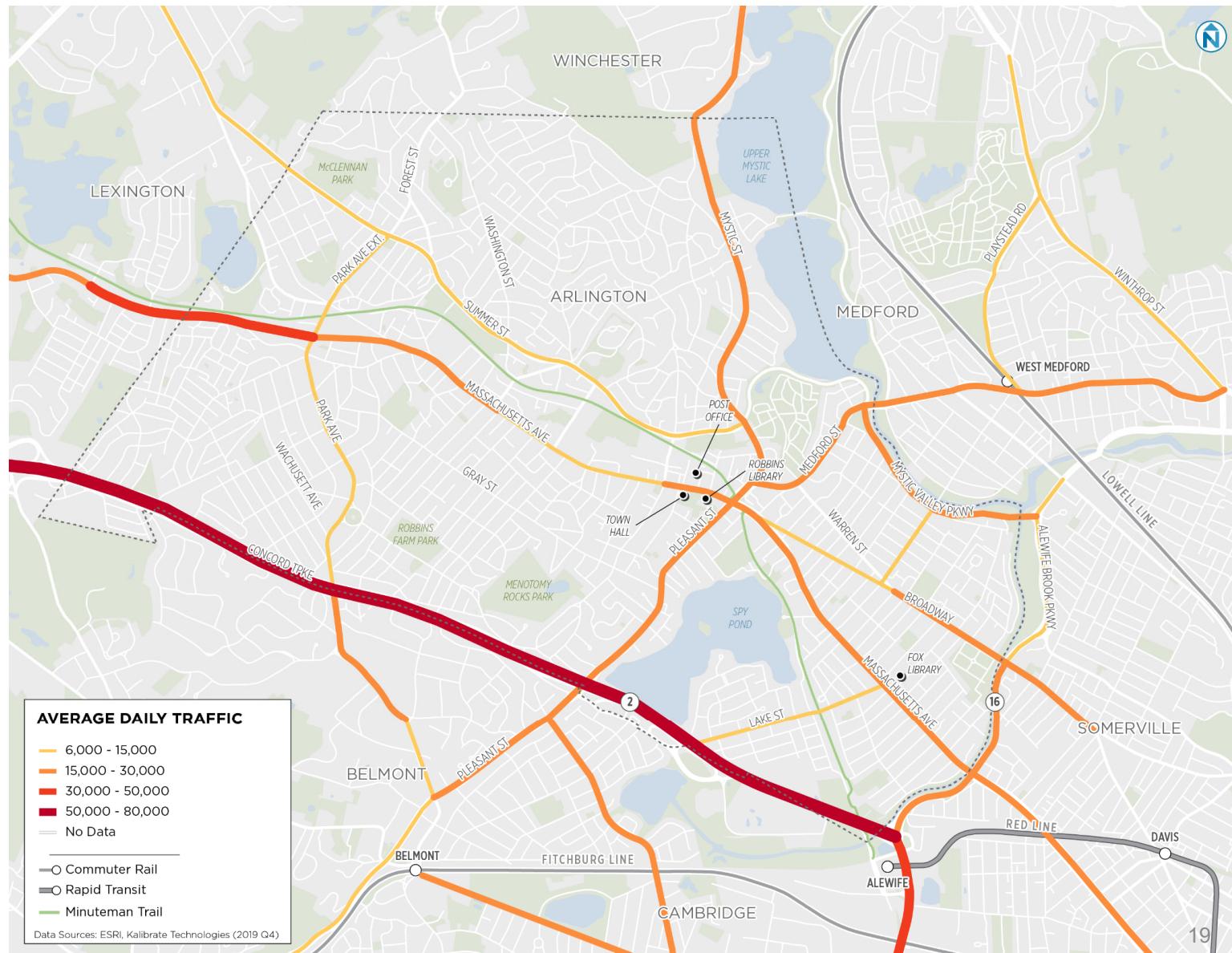
Maintenance is generally the responsibility of the abutters, but some services are provided by the Town (e.g. plowing).

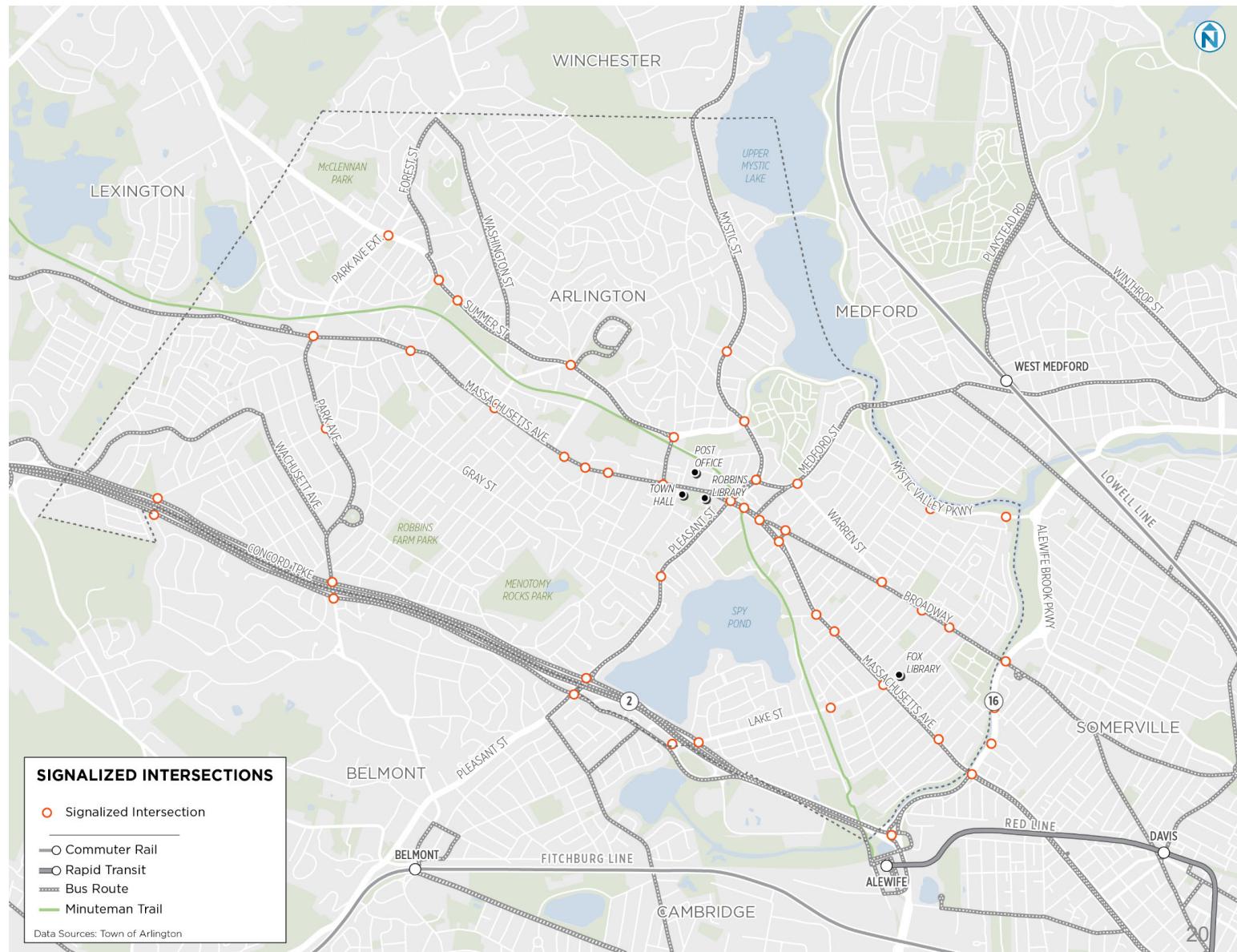


TRAFFIC VOLUMES

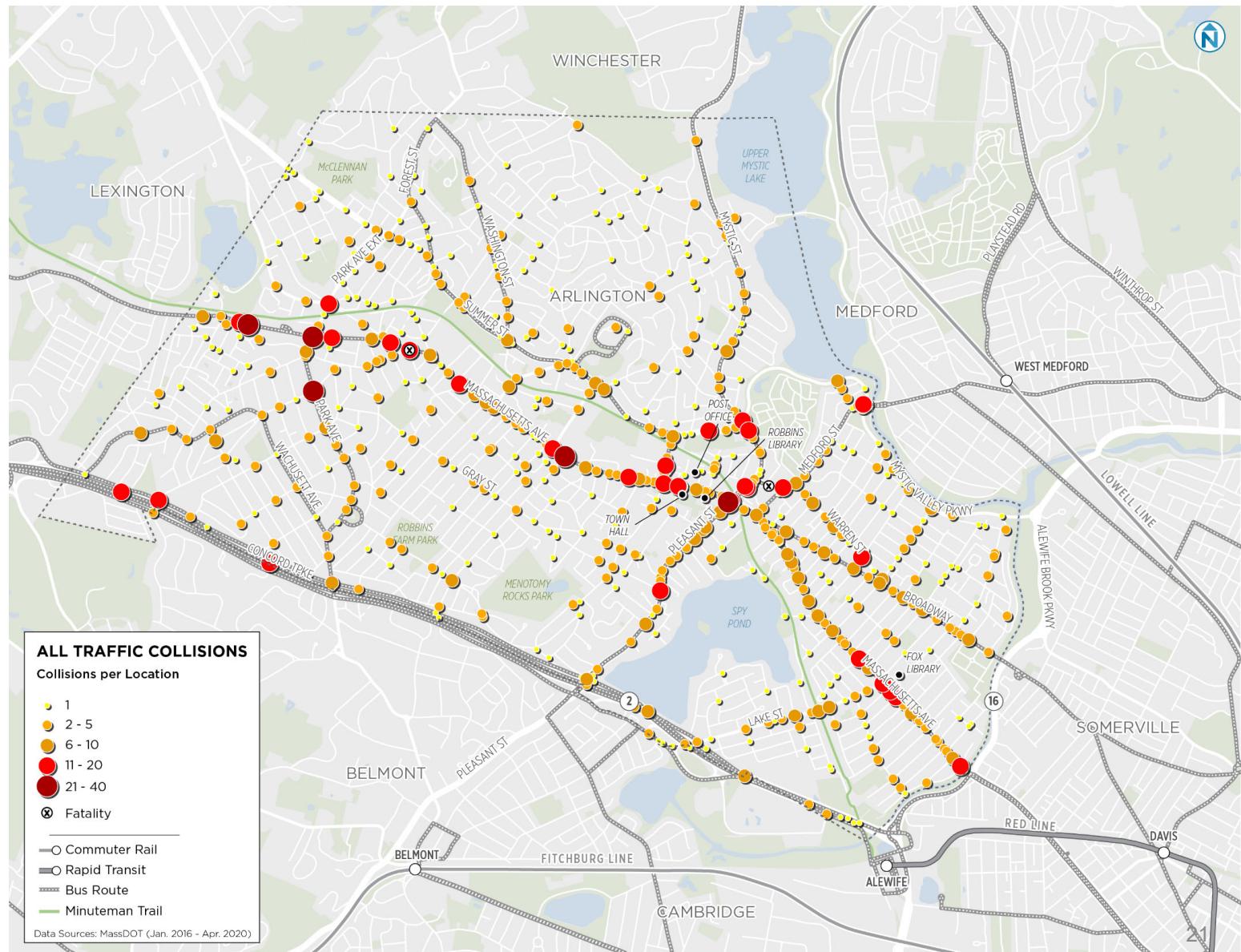
Historical volumes highlight which routes are most used.

- **Local Streets** channel drivers to:
- **Collectors** like Summer Street and Park Street, which connect to:
- **Arterials** like Mass Ave, Medford Street and Pleasant Street, which lead to
- **Highways** like Route 2 and to the north, I-95/Rte 128 and the region.

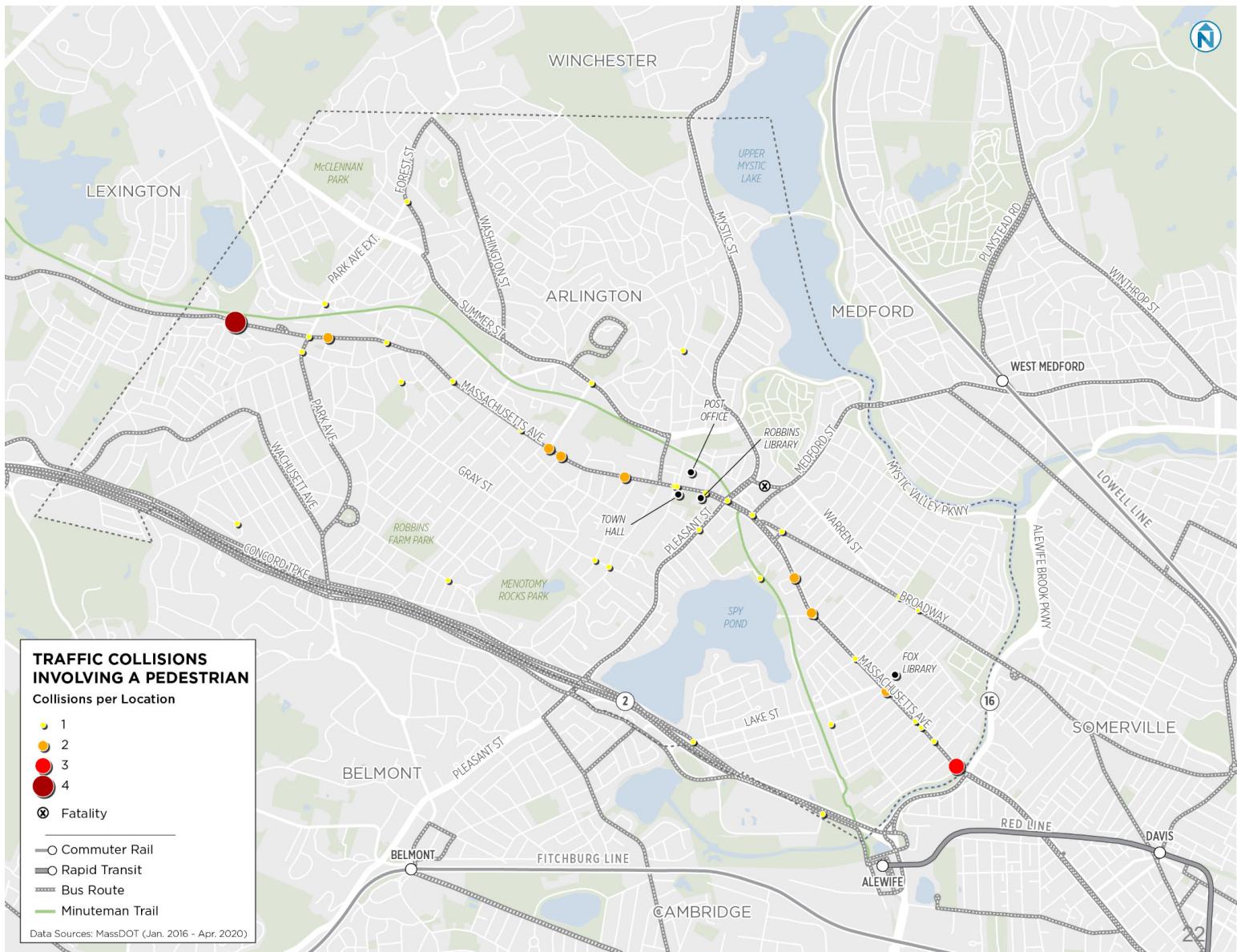




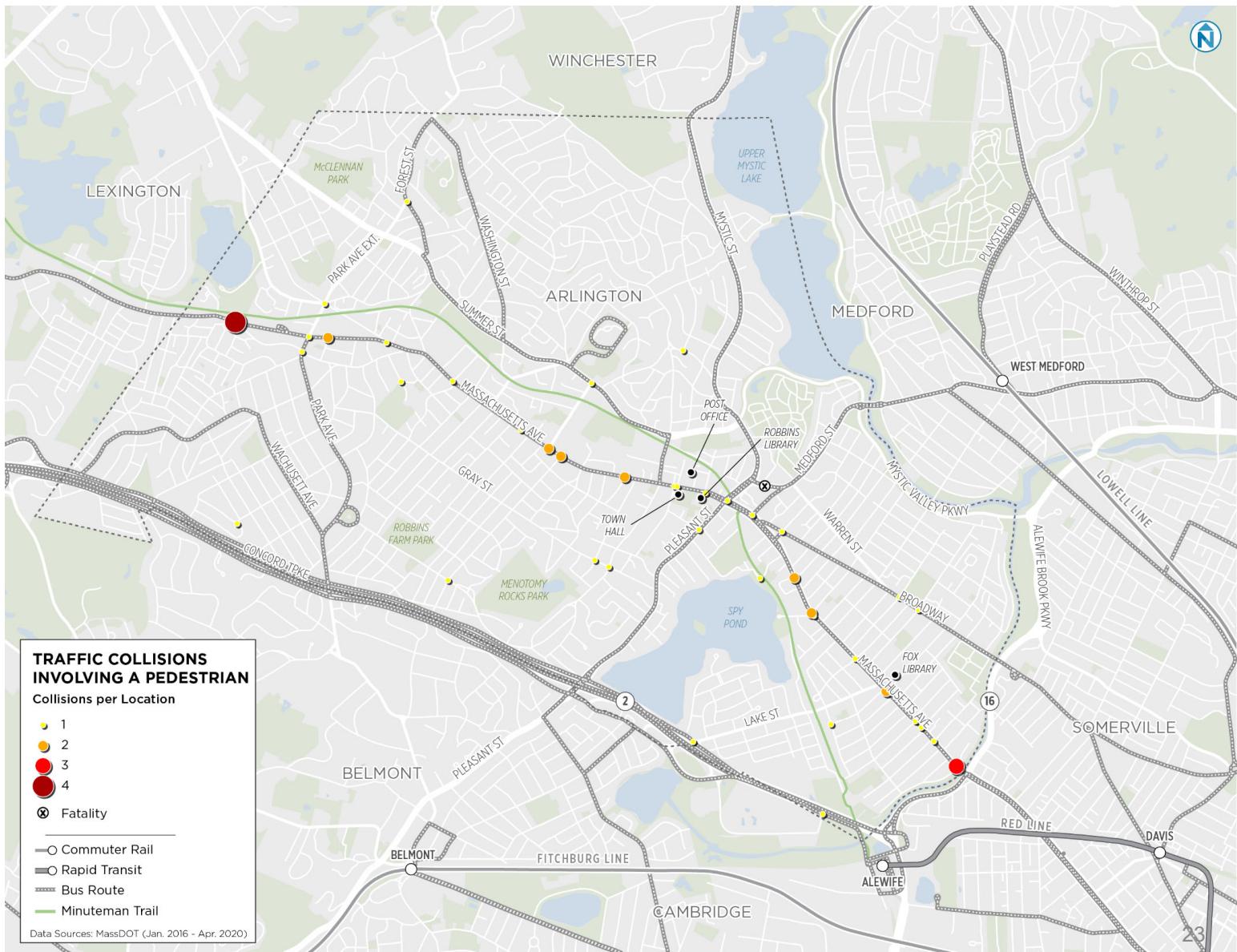
CRASHES: ALL



CRASHES: PEDESTRIAN

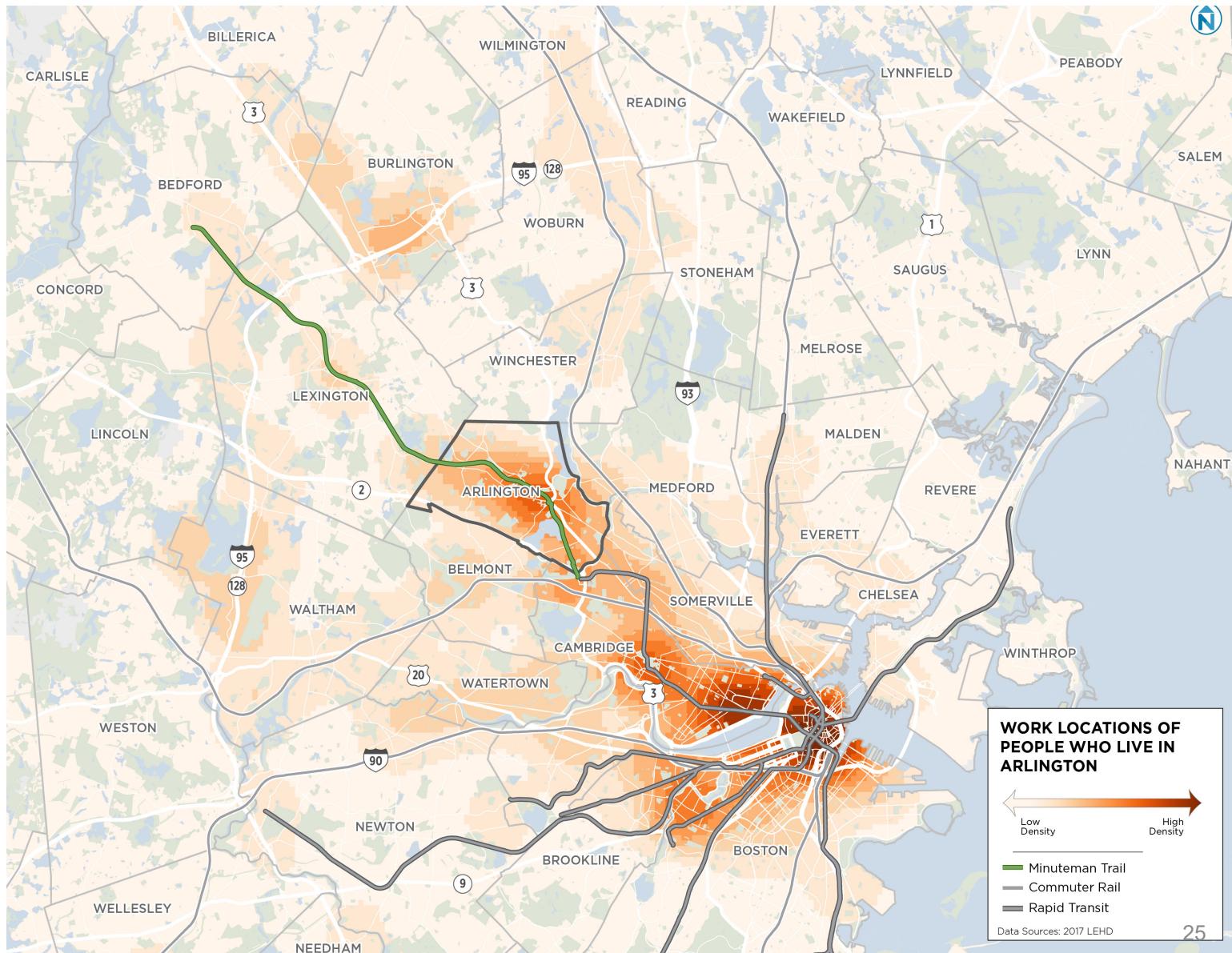


CRASHES: PEDESTRIAN



O2.C | HOW PEOPLE TRAVEL

COMMUTING PATTERNS: WHERE ARLINGTON RESIDENTS WORK

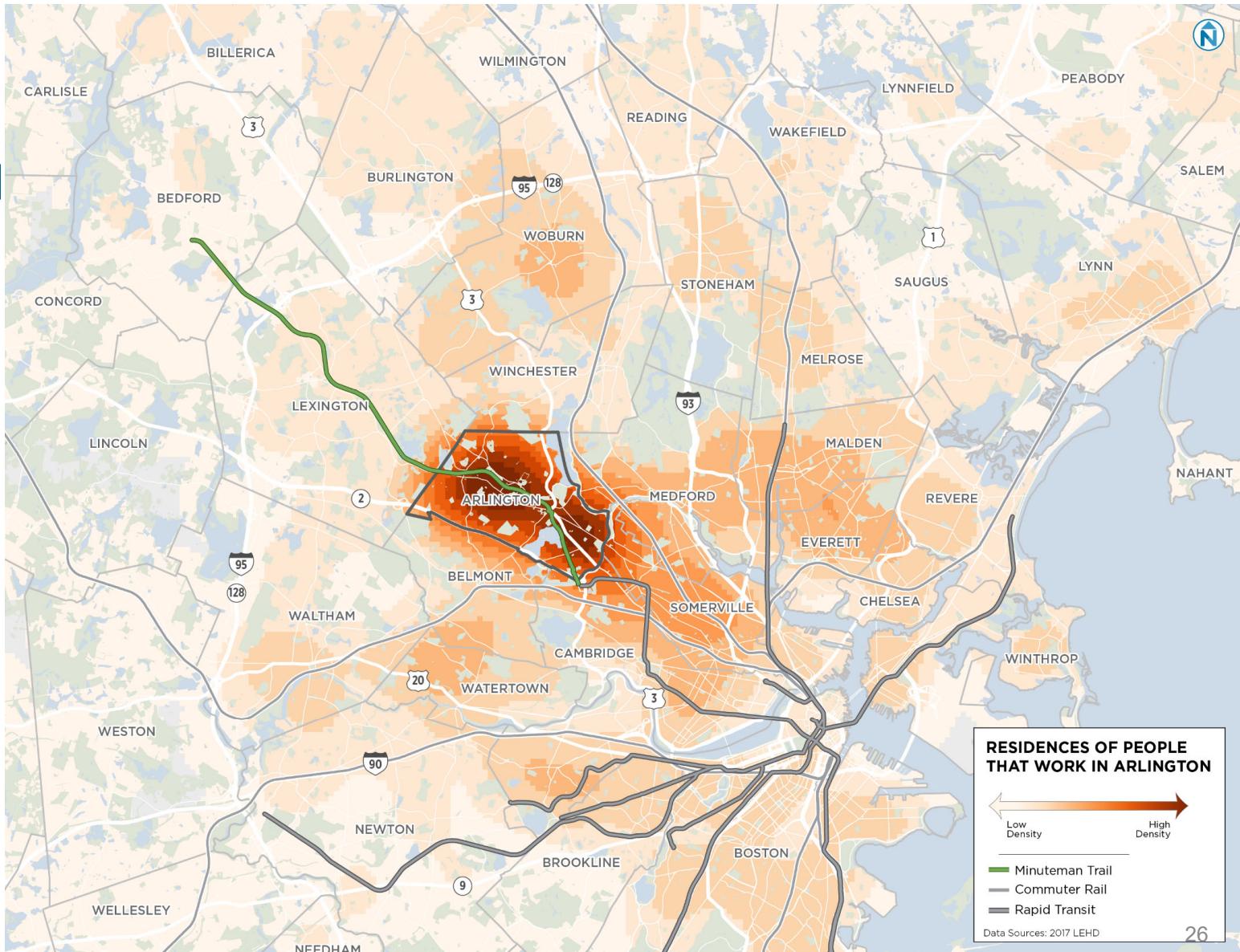


RESIDENCES OF PEOPLE THAT WORK IN ARLINGTON

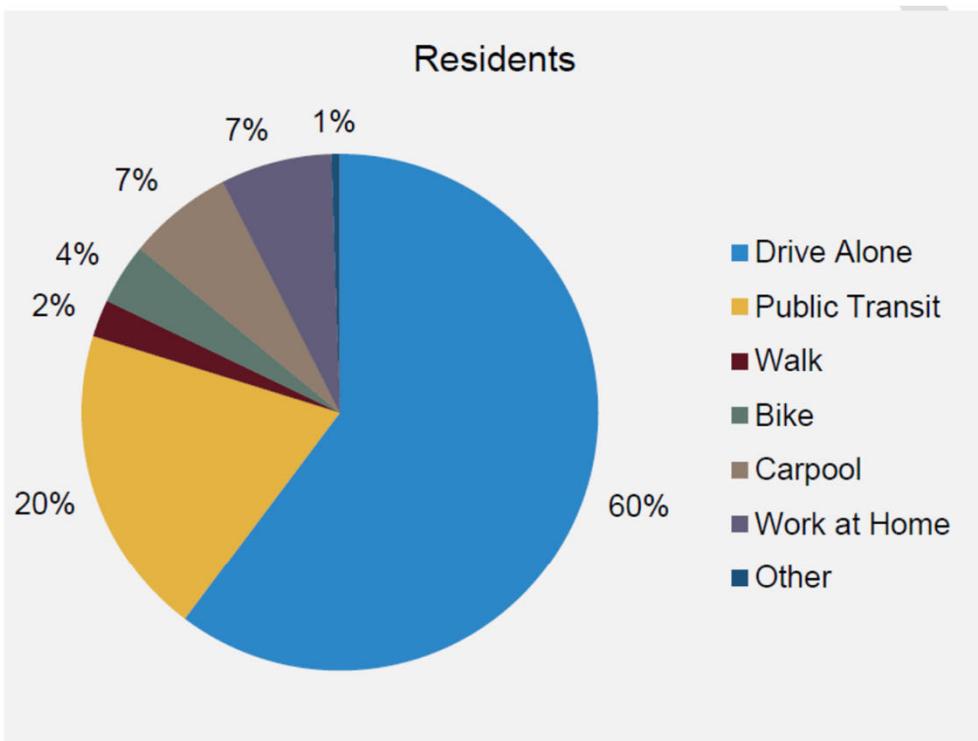
The majority of workers at Arlington businesses live in Arlington or close by.

Why is this important?

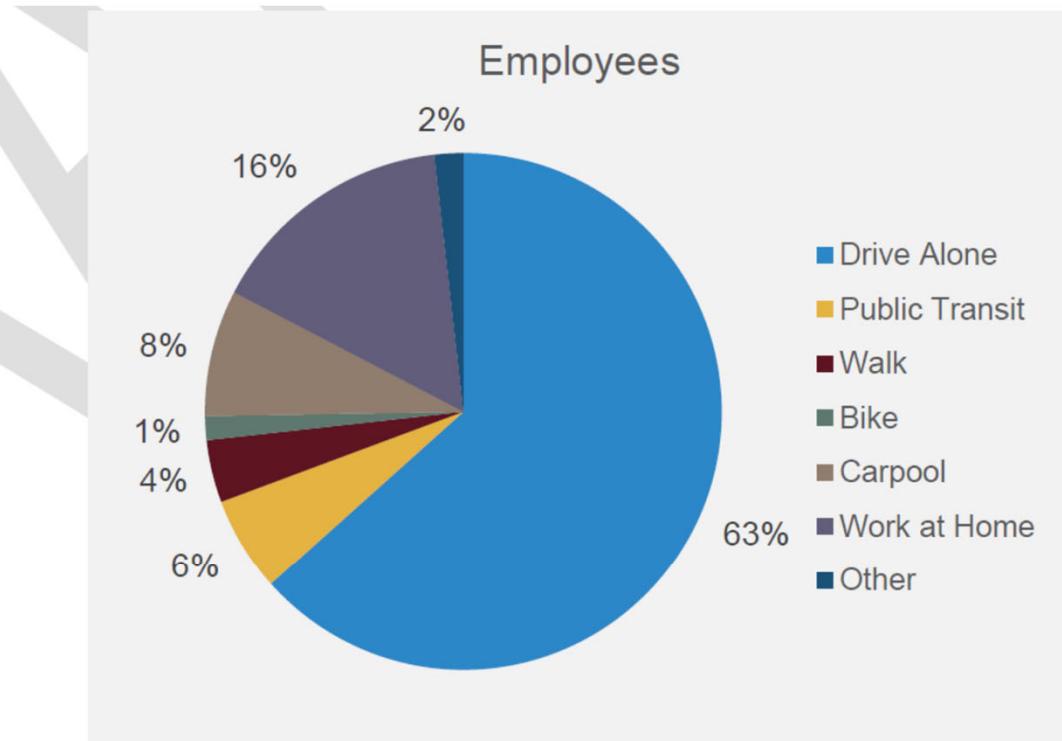
- 1) Many can walk or bike
- 2) Many can take MBTA bus (and rail with transfer to bus or bike).



COMMUTE SHARE



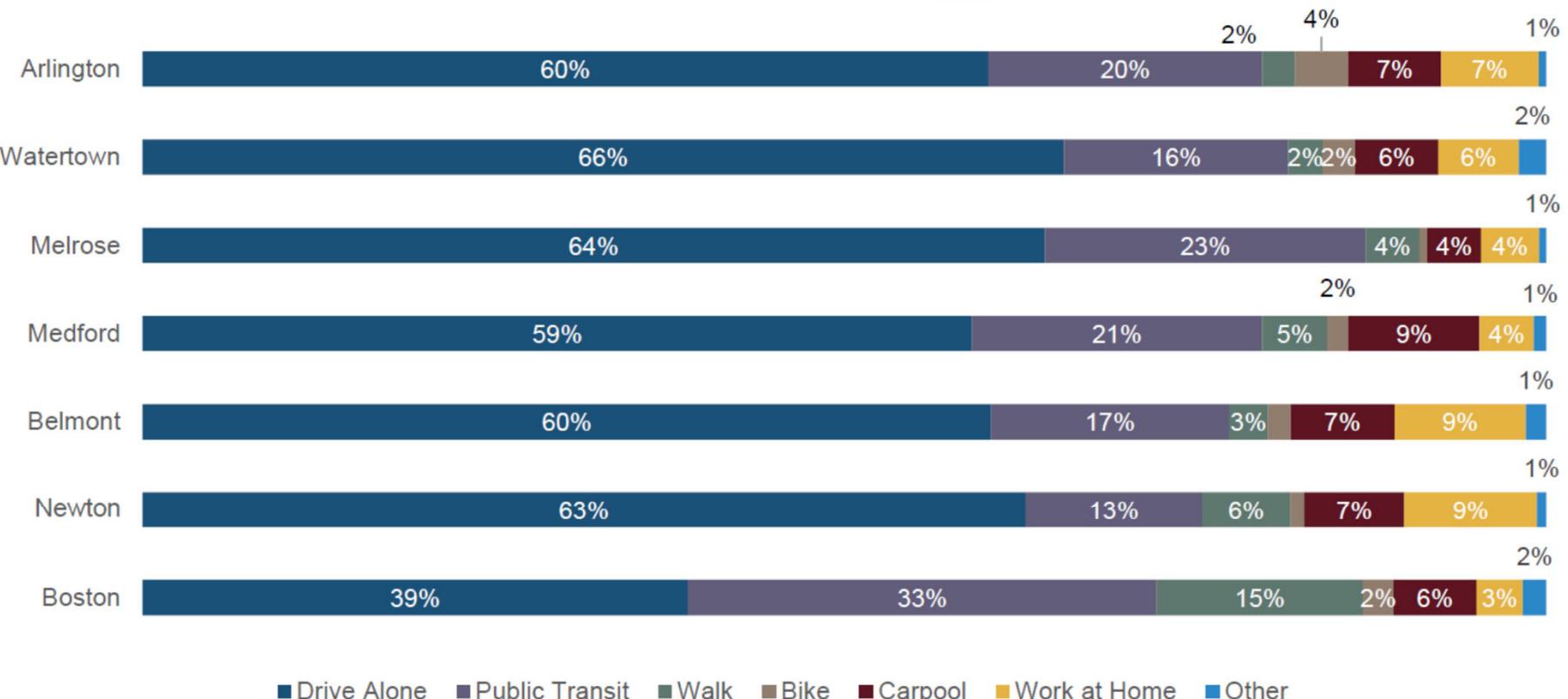
Data Source: [U.S. Census Bureau \(2018\). Sex of Workers by Means of Transportation to Work. 2018 ACS 5-Year Estimates.](#)



Data Source: [U.S. Census Bureau \(2018\). Sex of Workers by Means of Transportation to Work for Workplace Geography. 2018 ACS 5-Year Estimates.](#)

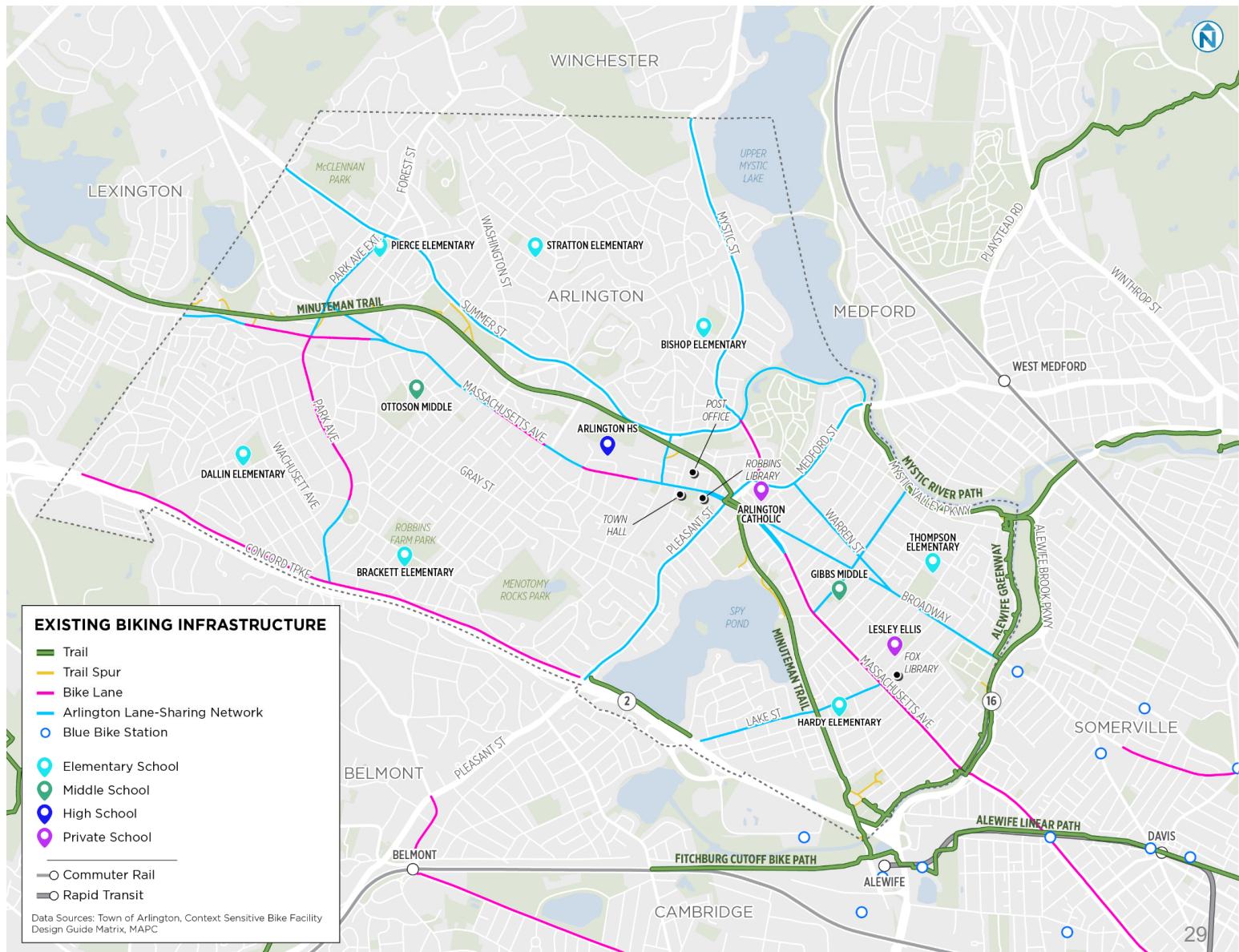
PEDESTRIAN NETWORK

Figure 5-4 Arlington Peer Comparison: Mode

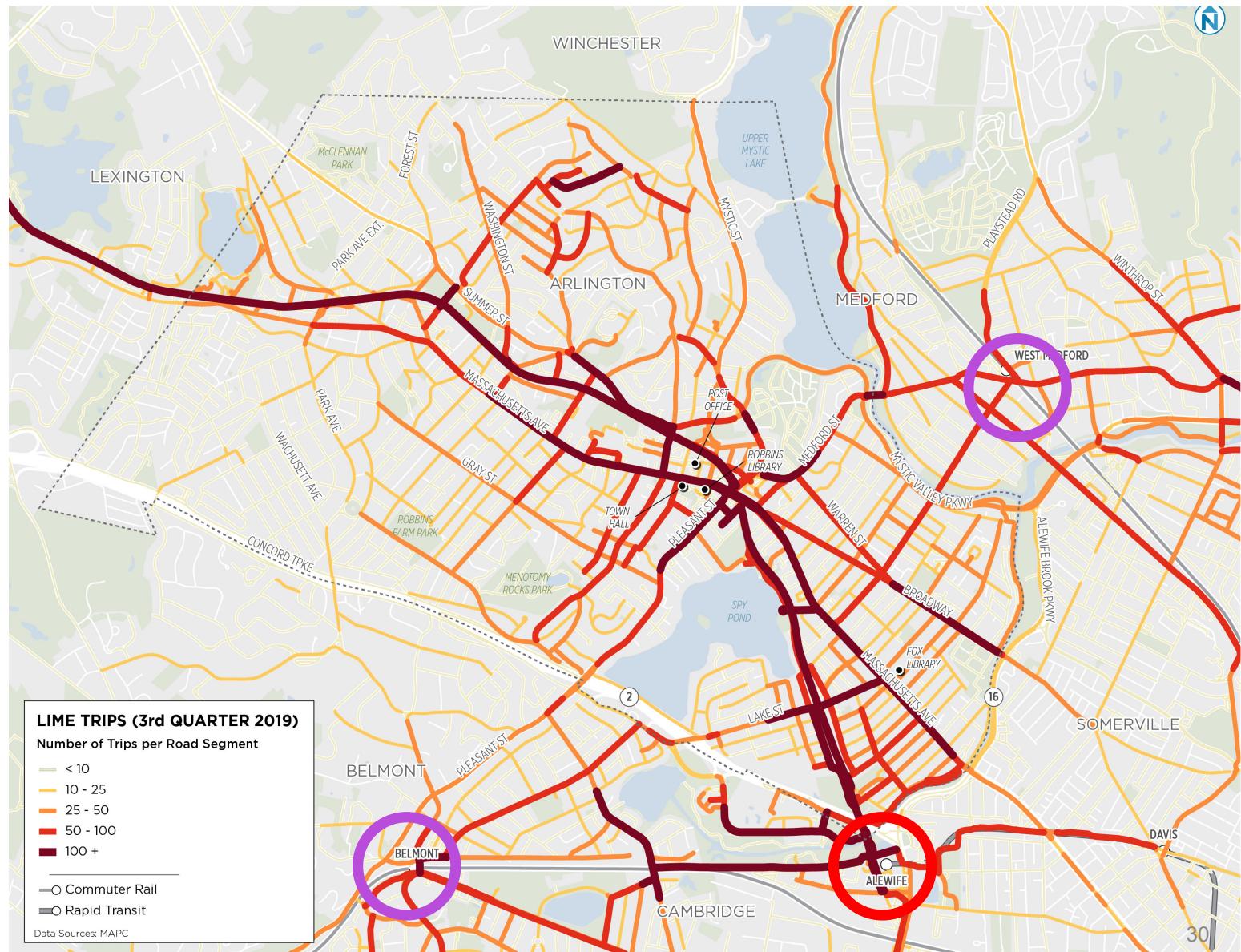


Data Source: [U.S. Census Bureau \(2018\). Sex of Workers by Means of Transportation to Work. 2018 ACS 5-Year Estimates.](#)

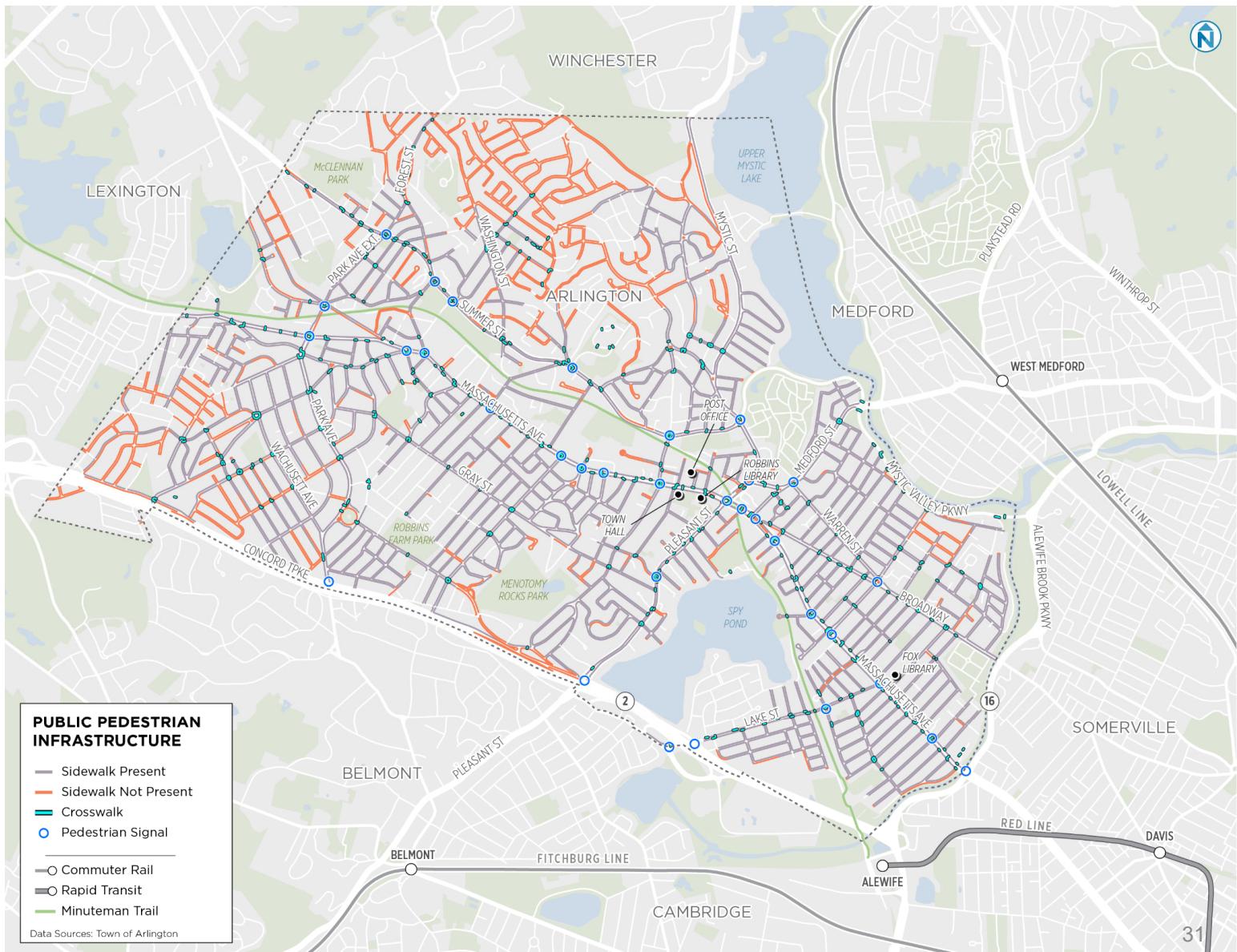
BICYCLE NETWORK



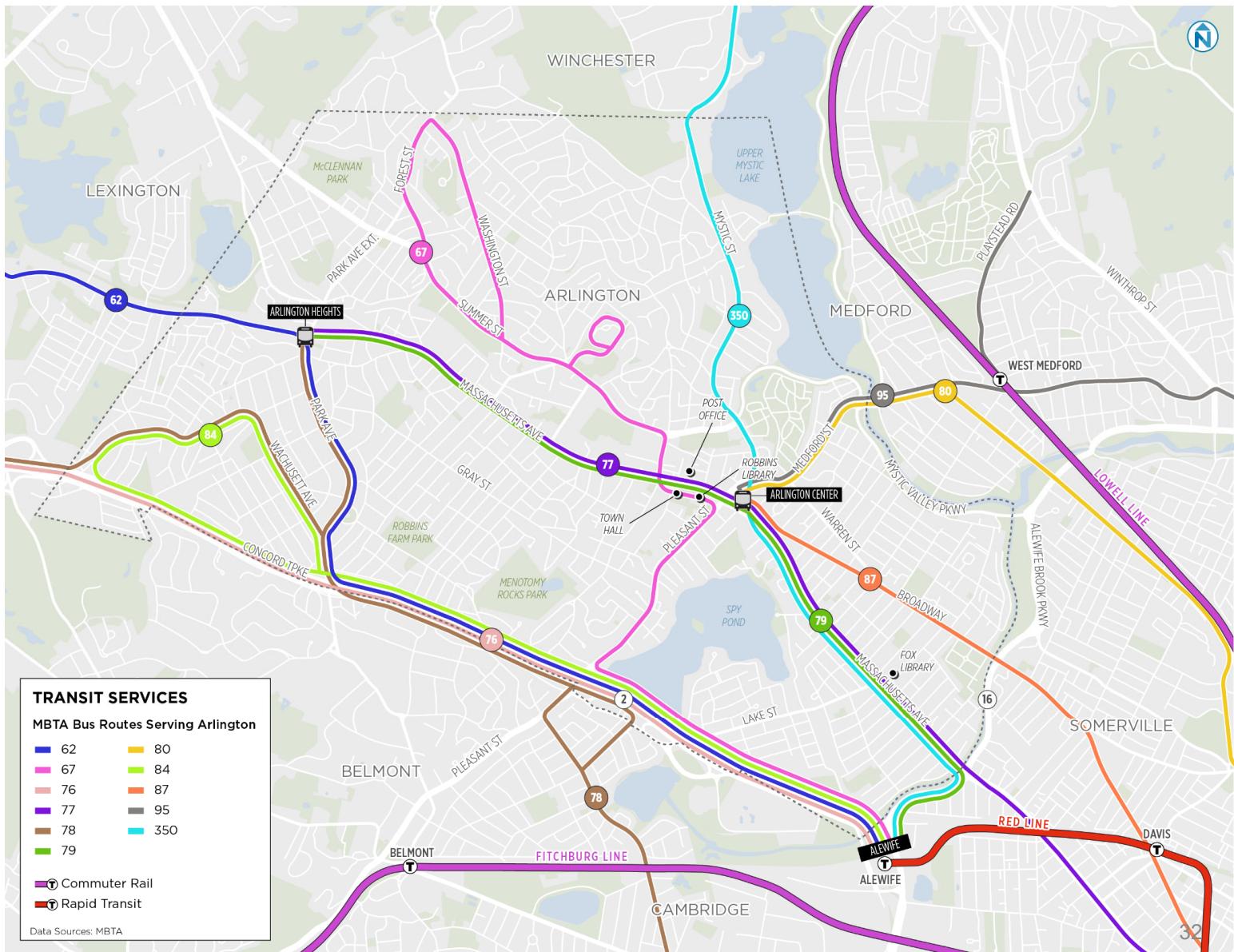
LIME TRIPS



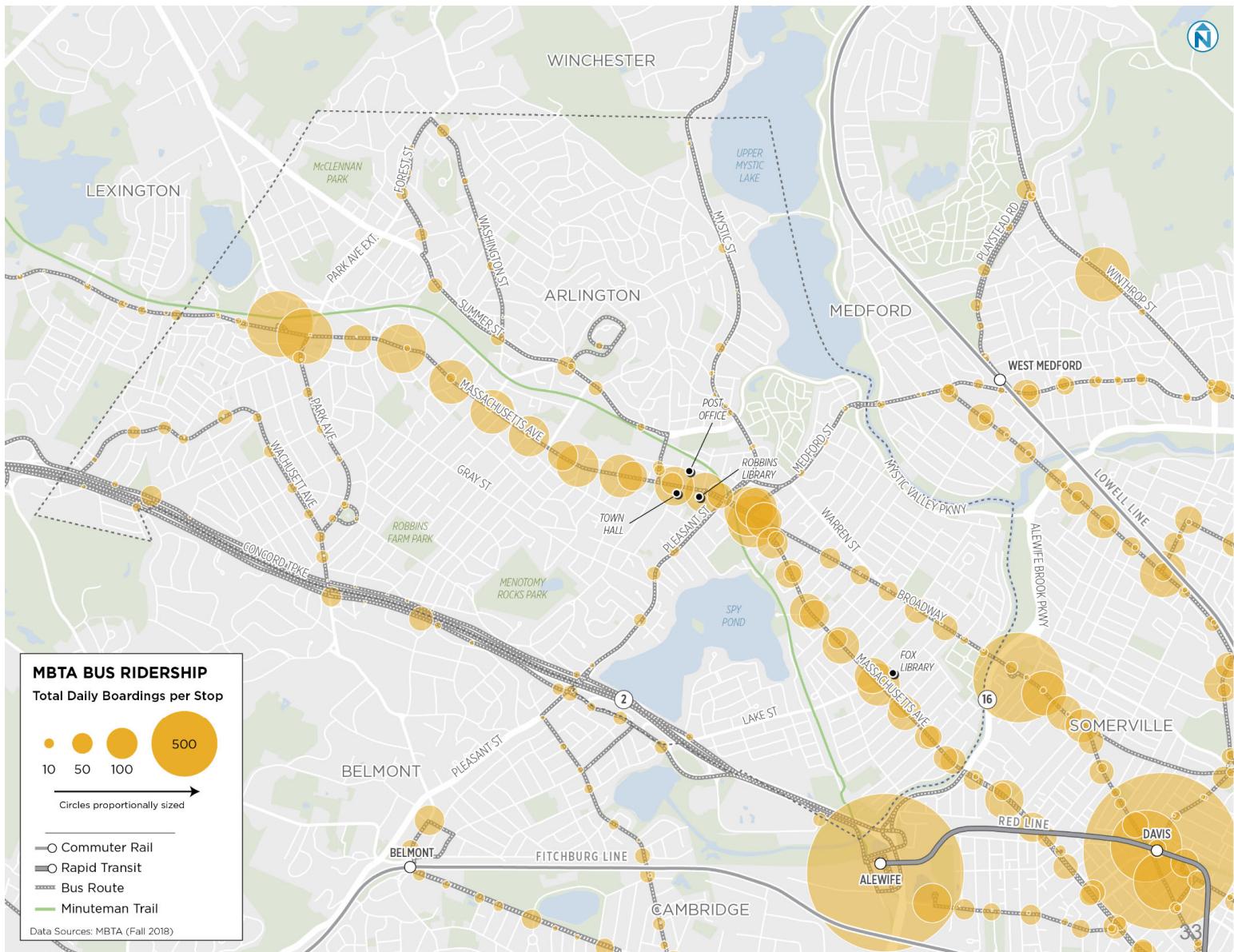
PEDESTRIAN NETWORK



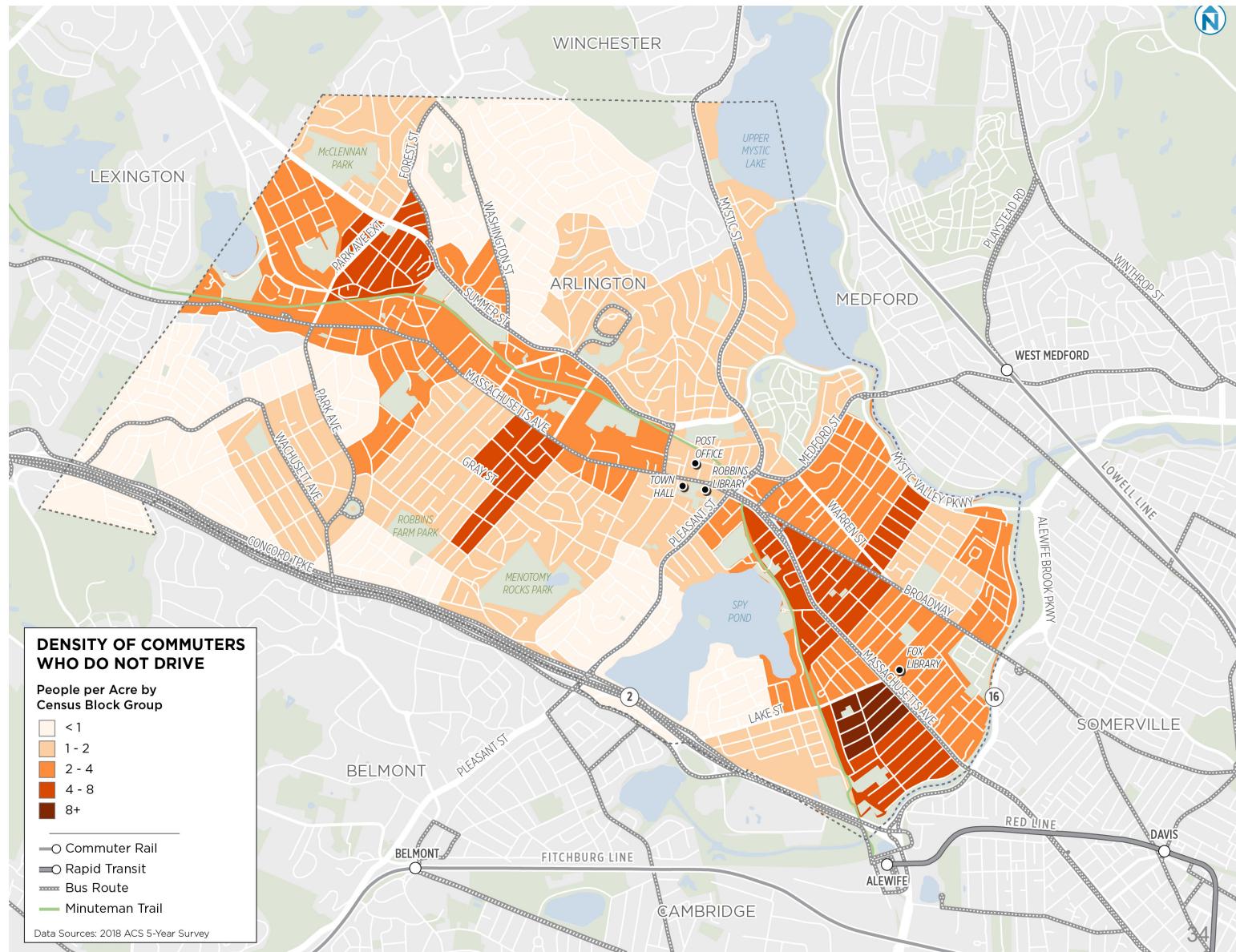
TRANSIT NETWORK



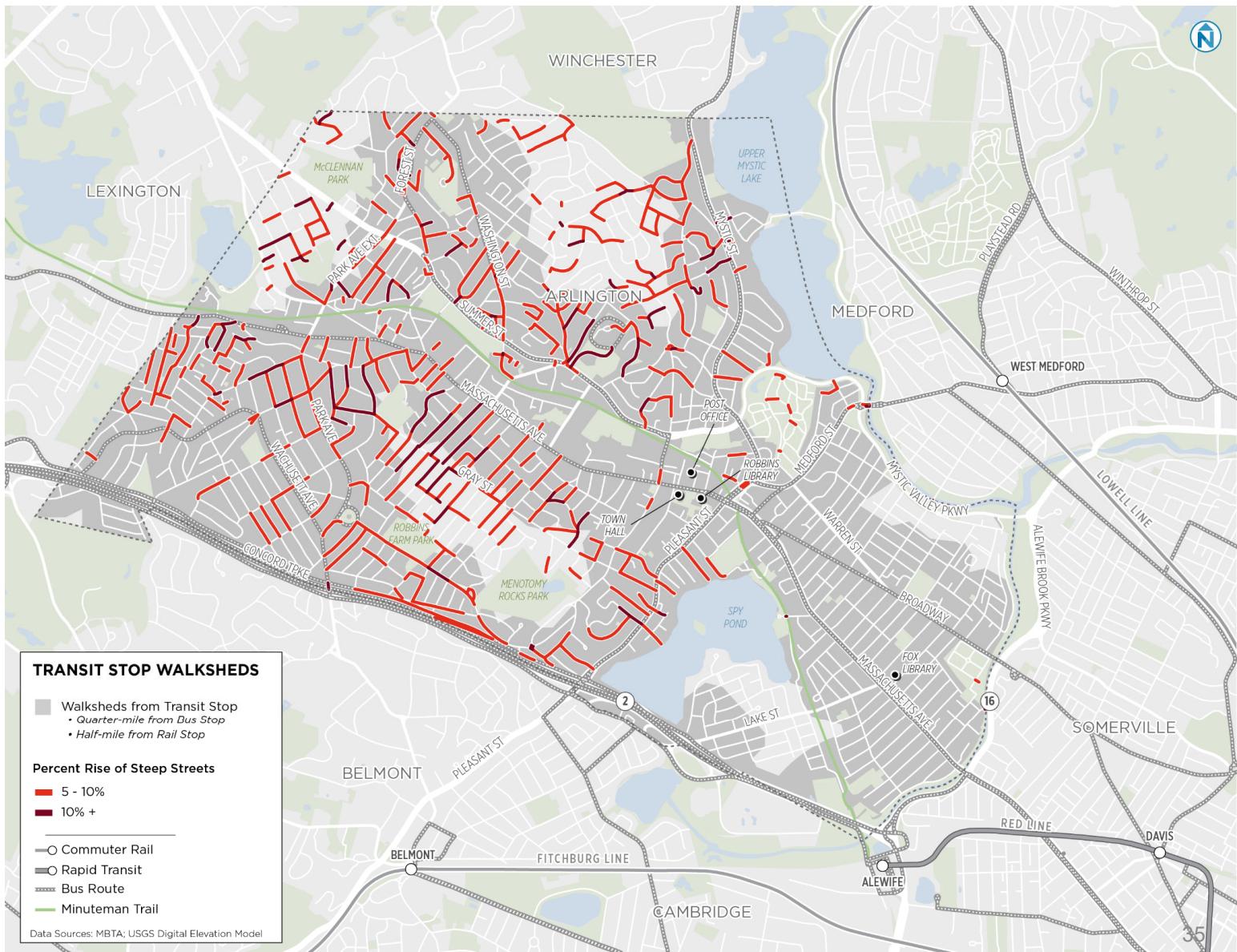
TRANSIT RIDERSHIP



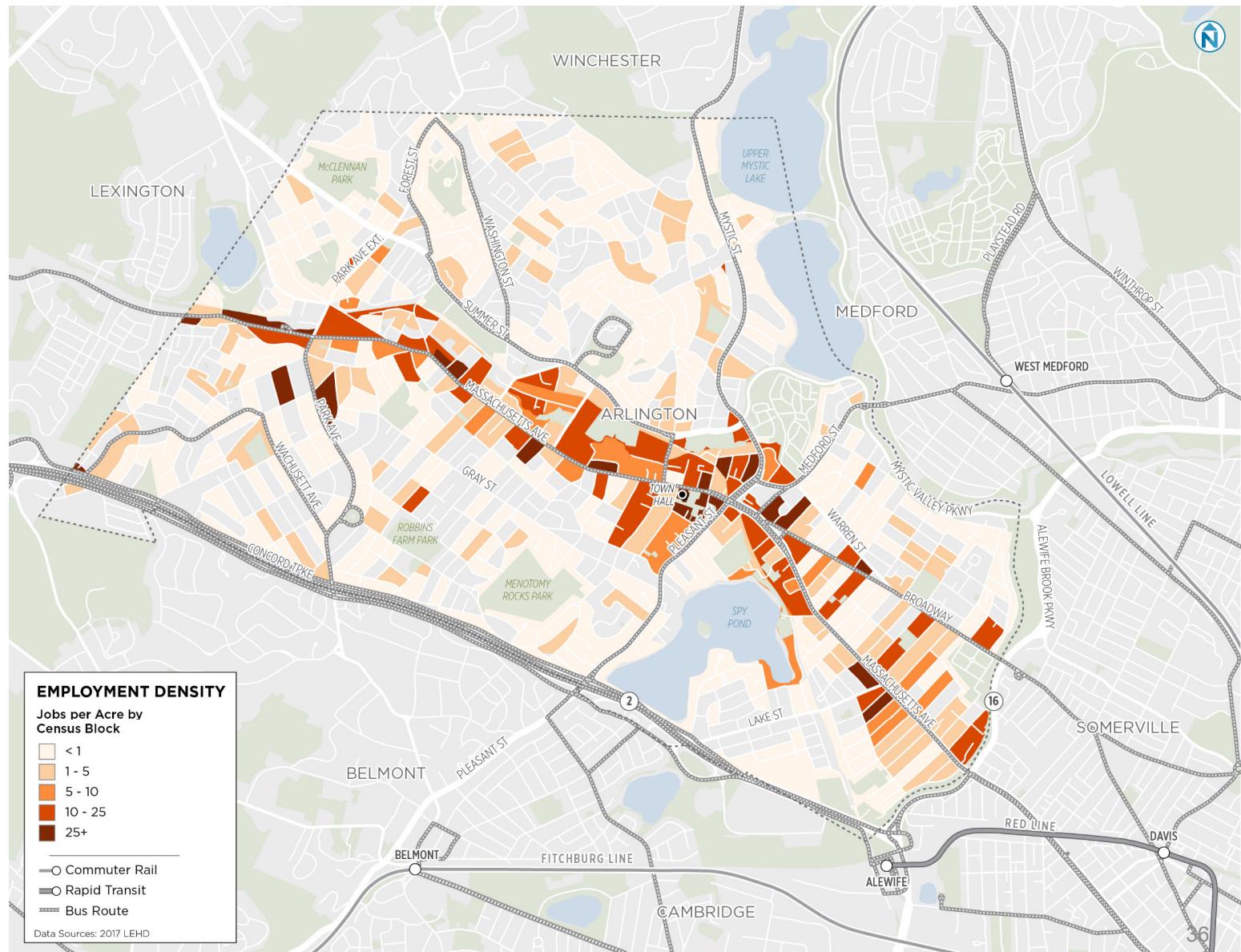
NON-DRIVING COMMUTERS



TRANSIT RIDERSHIP



WHERE ARE JOBS IN ARLINGTON LOCATED?



02 | ENGAGEMENT PLAN – COVID-19 CHANGES

PUBLIC ENGAGEMENT GOALS REMAIN THE SAME

What must the engagement strategy accomplish?

- Build awareness of and excitement for the plan
- Reach a variety of constituents and community interests to create recommendations that are comprehensive and equitable
- Inform plan priorities and actions

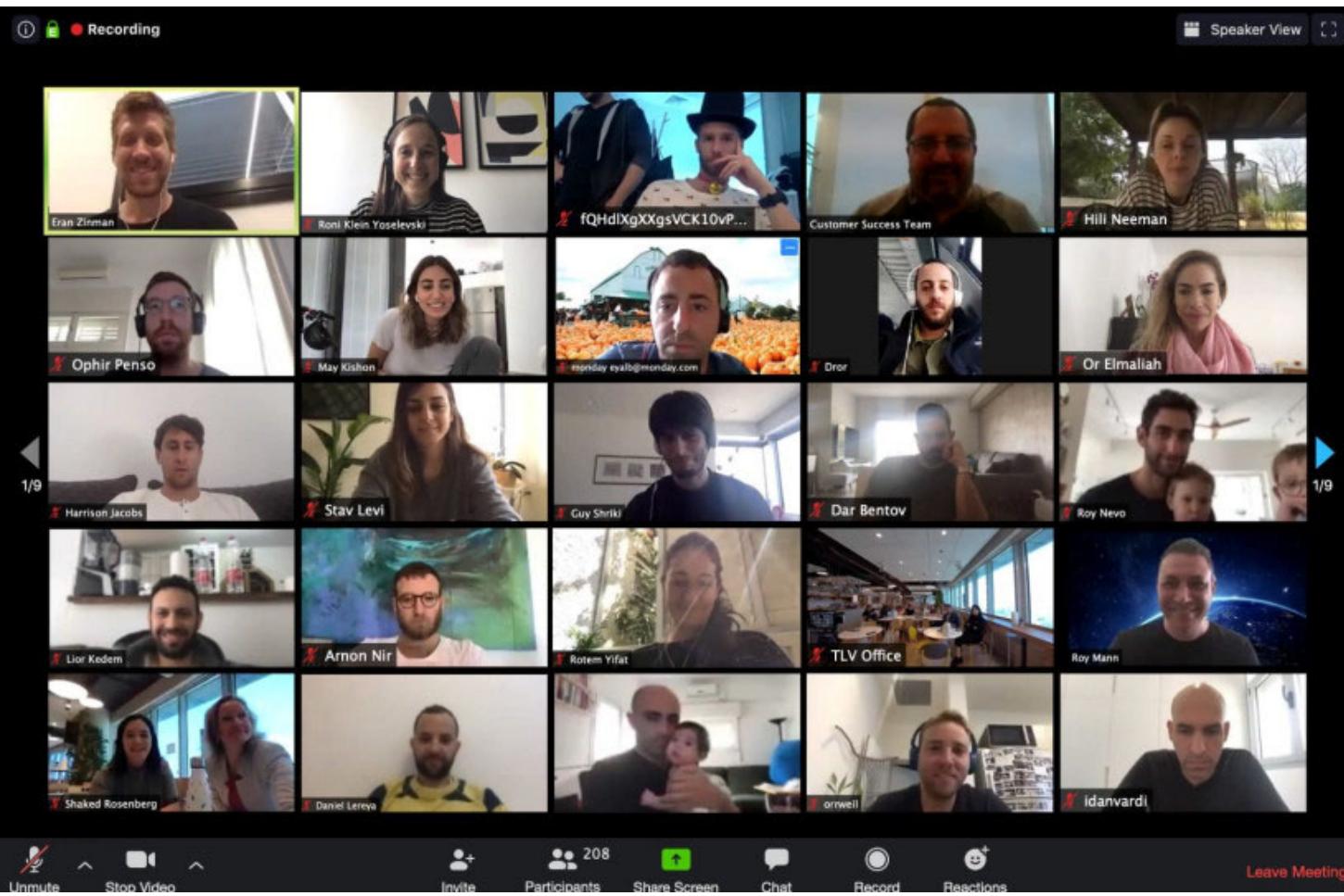
PLAN IDENTITY



PUBLIC FORUM FORMAT MUST ADAPT



ONLINE PUBLIC FORUM



ONLINE MEETING

Simple and Efficient

- 1-hour (1.5 hour max)

Presentation

- Info about the process
- Overview of Existing Conditions

Q&A

- 30 minutes, moderated.
- Questions not addressed will be answered in writing.

POST MEETING ENGAGEMENT

- Meeting recorded and posted to be viewed when convenient.
- Questions/comments to be submitted by email or phone.

PUBLIC ENGAGEMENT EVENTS: MOBILE WORKSHOPS WILL ALSO ADAPT



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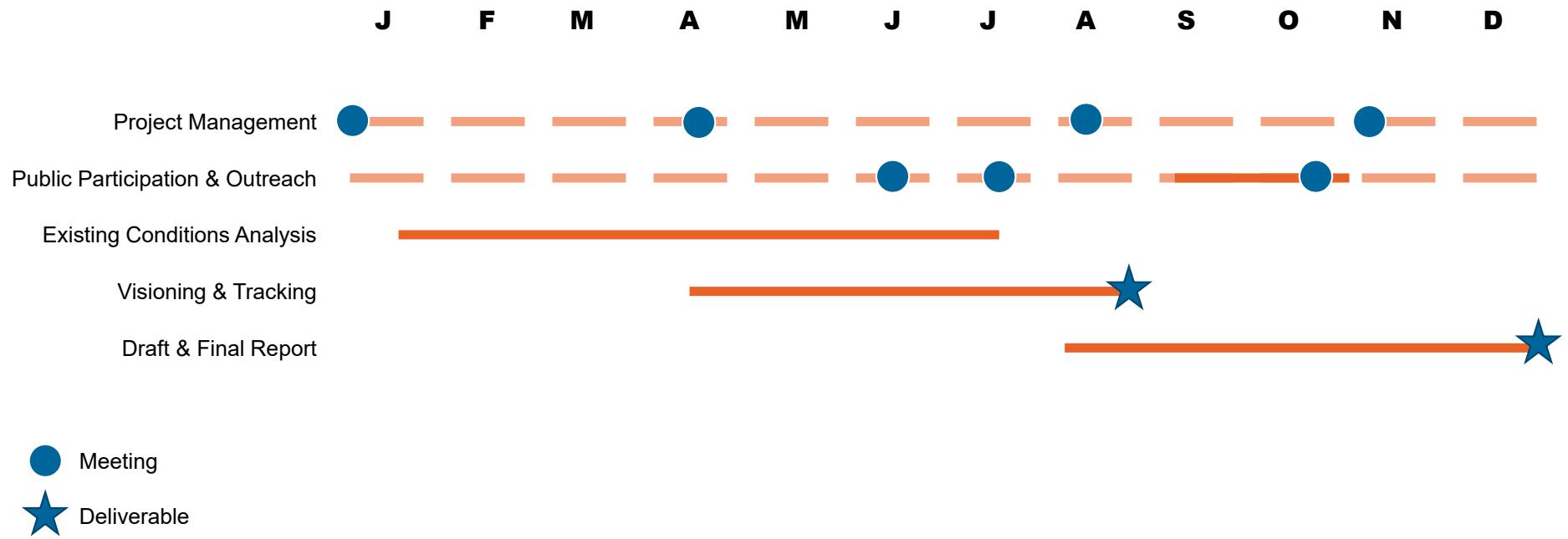
This example does not provide adequate social/physical distancing



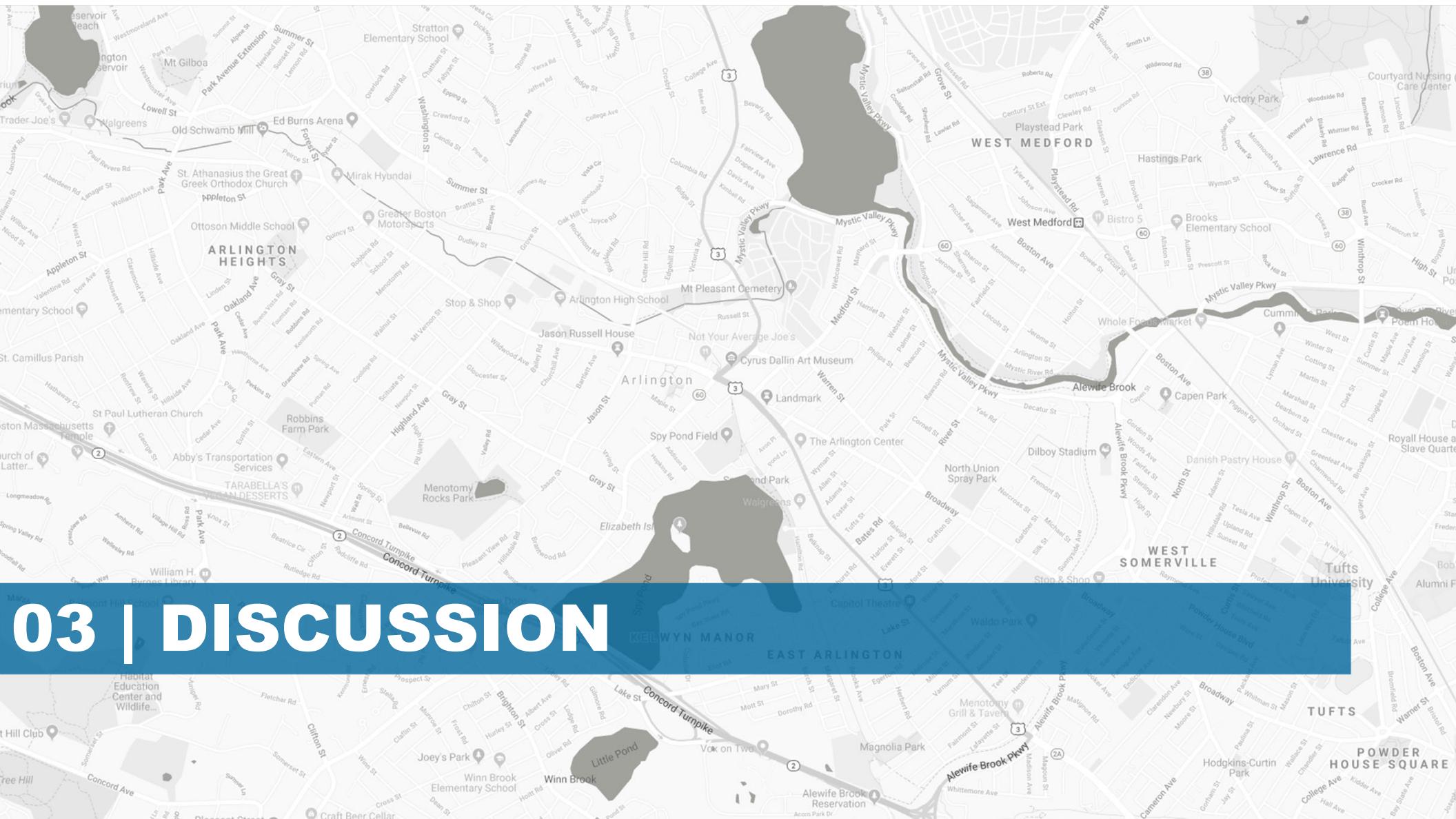
Boards displayed at least 6 feet apart with pavement markings noting where to view.
- Contact free commenting (scribes)

PROJECT SCHEDULE

TIMELINE



03 | DISCUSSION





Arlington Sustainable Transportation Plan

